Systems Interchange Modification Report

SR 9/Interstate 95 from South of SR 869 (SW 10 Street- MP 22.00)
to North of SR 810 (Hillsboro Boulevard- MP 25.10)
Project Development & Environment Study
Broward County, Florida

Financial Management Number: 436964-1-22-01
Federal Aid Project Number: 0202-054-P
ETDM Number: 14244

Prepared For:
Florida Department of Transportation, District IV

October 2019

Draft

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

Interstate 95 and SW 10th Street (S.R. 869)
Systems Interchange Modification Report

Sample Road to Hillsboro Boulevard

Financial Project No: 436964-1-22-02

Systems Interchange Modification Report

Determination of Engineering and Operational Acceptability

Acceptance of this document indicates successful completion of the review and the Interchange Access. Request is considered acceptable for engineering and operations. Approval is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department Project Development and Environment (PD&E) Procedures. Completion of NEPA/PD&E process is considered acceptance of the general project and concepts described in the environmental document.

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QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: September 25, 2019

FM Number: 436964-1-22-02

Project Title: SR 9 (I-95) Systems Interchange Modification Report – Sample Road to Hillsboro Boulevard

District: Four

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Document Type: ☐ MLOU ☐ IJR ☐ IMR ☐ IOAR ☑ OTHER SIMR

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

Draft Submittal

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic 525-030-260 (New or Modified Interchanges) and complies with the FHWA's two policy requirements. Appropriate District-level quality control reviews have been conducted, and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

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Engineer's Certification

I, Pramod Choudhary, PE, PTOE, PE number 61641, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project Description: SR 9 (I-95) Systems Interchange Modification Report – Sample Road to Hillsboro Boulevard

_____

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EXECUTIVE SUMMARY

The primary purpose of the I-95 Systems Interchange Modification Report (SIMR) project is to identify the long-term needs of I-95 interchange at SW 10th Street (SR 869) and the adjacent interchanges at Hillsboro Boulevard (SR 810) and Sample Road (SR 834) through 2040 and to develop design concepts to address traffic spillbacks onto I-95, improve interchange operations, reduce congestion, and enhance safety. This SIMR evaluates the traffic operations of the No-Build, Build 1, Build 2 and Build 3 alternatives.

The information and analysis indicate that several of the merge, diverge and weaving areas have been designated as High Crash Locations at some point within the last three years of analysis (2013-2015). Similarly, the No-Build Alternative is projected to experience operational failures at multiple merge, diverge and weave locations along I-95 within the study interchanges. It is important to note that all three Build alternatives have similar interchange modifications and differ only in their forecast traffic volumes depending on the direct-connect ramps between I-95 Express Lanes and SW 10th Street connector lanes. Build 1 has no direct-connect ramps, Build 2 has direct-connect ramps terminating west of Military Trail, and Build 3 has direct-connect ramps connecting to Sawgrass Expressway (Please refer to Conceptual Plans in Appendix J). The following modifications have been made to the SW 10th Street interchange configuration:

- Southbound Ramp Terminal at SW 10th Street:
  - The traffic signal for the westbound left-turn from SW 10th Street traffic to southbound I-95 has been eliminated and combined with the I-95 southbound off-ramp signal.
  - The existing single westbound left turn lane has been converted into dual westbound left-turn lanes and the storage has been extended approximately 250 feet east of the northbound off-ramp signal.
  - A barrier separation has been provided between the eastbound through lanes and the eastbound to northbound right turn movement to eliminate weaving and allow for concurrent movement of the southbound left turn and eastbound right turn movement. The single lane eastbound to northbound loop ramp has been widened to provide for two lanes.
  - The existing single free-flow southbound right turn lane has been widened to provide for signal controlled dual right-turn lanes to improve operations and safety in the westbound direction. The free-flow right turn movements are always a safety concern for the pedestrians in the cross-walk. Also, due to the proximity of the signalized intersection at Newport Center Drive, the free-flow right turn induces weaving with the westbound traffic. This condition is likely to become worse with the introduction of the access to the westbound connector lanes immediately west of the Newport Center Drive.

- Northbound Ramp Terminal at SW 10th Street:
  - The westbound to northbound left-turn movement has been converted to a free-flow westbound to northbound right turn movement. This eliminates the westbound left turn phase and provides more green time to the eastbound movement.
  - The northbound off-ramp has been widened to provide for triple left turn and triple right turn lanes.
  - The eastbound to northbound loop ramp and the westbound to northbound slip ramp will merge together before merging with the I-95 mainline traffic.

Proposed modifications to the interchange are recommended to address projected deficiencies in the future. Listed below are specific modifications and projected benefits:

- The proposed Build 1, 2 and 3 alternatives with a 7,900 foot SB auxiliary lane on I-95 between the SB entrance ramp from SW 10th Street and the SB exit ramp to Sample Road creates a 4-lane mainline segment on SB I-95 and is projected to significantly improve the operations in the SB direction.
- The proposed NB braided ramps at the SW 10th Street interchange and the SB braided ramps at Hillsboro Boulevard not only reduce the number of merge and diverge points along I-95 but also provides for longer off-ramp storage lengths. Freeway analysis projects significant improvements over the No-Build conditions in the merge, diverge and mainline operations in both directions.
- As discussed above, the SW 10th Street interchange ramp terminal improvements proposed under the Build 1, 2 and 3 alternatives are projected to significantly improve the operations at the ramp terminals and potentially eliminate the possibility of off-ramp queues spilling on to the mainline.
- The proposed elimination of the SB on-ramp signal at SW 10th Street and the proposed improvements along SW 10th Street are expected to significantly improve the flow of traffic along the arterial, particularly at the interchange. The improved operations are projected to improve the safety along the corridor.
- The intersection of SW 10th Street and Newport Center Drive is located less than 900 feet west of the SB off-ramp terminal and the westbound queues affect the ramp operations. In order to provide more green time for the east-west movements at this intersection, the northbound and southbound approaches have been modified to allow only right turn movements. Triple right turn lanes have been provided on the northbound and southbound approaches. The northbound and southbound through and left turn movements have been reassigned based on their destination to SW 12th Avenue/Newport Center Drive local road.

These improvements address the traffic operation deficiencies by eliminating or improving the failing conditions within the interchange influence area and improving safety by reducing congestion and improving operating conditions along SW 10th Street and Hillsboro Boulevard. A traditional crash reduction analysis shows that the proposed improvements are likely to reduce approximately 43 crashes per year resulting in an annual safety benefit of more than six (6) million dollars.

Considering the overall operations along I-95, ramp terminals and along Hillsboro Boulevard and SW 10th Street, all three Build alternatives are projected to provide better operating conditions than the No-Build. However, the operational improvements under the Build 3 alternative are better than Build 1 and Build 2 despite the highest traffic demand under Build 3. In terms of Strategic Intermodal System (SIS) connectivity, Build 3 provides better connectivity. Build 3 provides a direct and logical system-to-system connection between Sawgrass Expressway and I-95 and Florida's Turnpike. VISSIM analysis of the No-Build and Build 3 alternatives confirms that the Build 3 alternative is expected to provide better operations than the No-Build alternative in 2040.

The Federal Highway Administration's (FHWA's) newly adopted policy on *Access to the Interstate System* became effective on May 22, 2017 and replaces the policy of August 27, 2009 on *Access to the Interstate System*, published at 74 Federal Register 43743. The changes in this policy are made to ensure this policy focuses on safety, operational, and engineering issues. The consideration of social, economic, and environmental impacts discussed in the 2009 policy are removed from this policy. However, the removal from this policy does not eliminate the need to consider those matters. Those issues will be addressed under the National Environmental Policy Act and other statutes and regulations applicable to the approval process.

This policy is effective as of May 22, 2017.

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, the Federal Highway Administration's (FHWA) decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements:

Considerations and Requirements

1. *An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate*

facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The operational analysis conducted for the SIMR confirmed that the proposed interchange modifications are not expected to have any significant adverse impacts on safety and operations on the interstate facility (I-95). The proposed improvements along Hillsboro Boulevard and SW 10th Street under the Build alternatives are expected to significantly improve the operations at the NB and SB off-ramp terminal intersections. The 2040 No-Build queuing results for the NB off-ramp at SW 10th Street show the queues to be approaching the available storage lengths which could adversely impact the flow of traffic along I-95. The proposed improvements under the 2040 Build conditions are projected to significantly increase the available storage length for this ramp and should prevent the queue from adversely affecting the operations along I-95. The projected failing conditions under the No-Build Alternative are expected to increase future crash risk within the project corridor. This potential for increased crash risk is alleviated by the capacity improvements proposed in the Build Alternatives.

Many of the improvements proposed for this project are unconventional and unique. The limitations in the Highway Safety Manual (HSM) analysis methodology fail to capture the benefits of the proposed operational and capacity improvements proposed under the Build alternatives and consequently fail to quantify the crash reduction in a meaningful way for this project. Therefore, a traditional crash reduction analysis was conducted to estimate the potential safety benefits of the proposed freeway, interchange, and arterial improvements. The analysis shows that the proposed improvements are likely to reduce approximately 43 crashes per year resulting in an annual safety benefit of more than six (6) million dollars.

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

This SIMR does not propose any new interchanges along I-95. These existing interchanges provide access to public roads only. The improvements proposed at the interchanges will maintain full access to the existing cross streets and accommodate all movements.

1 PROJECT OVERVIEW

1.1 Introduction

At the request of the Department and as part of Financial Project ID 436964-1, a traffic analysis was undertaken to identify the long-term needs of the project area through 2040 and to develop design concepts to address traffic spillbacks onto I-95, improve interchange operations, reduce congestion, and enhance safety at the study interchange of I-95 at SW 10th Street (SR 869) and adjacent interchanges at Hillsboro Boulevard (SR 810) and Sample Road (SR 834). The study area is located within the City of Deerfield Beach in northeast Broward County, Florida. The project area includes I-95 (SR 9) from south of Sample Road (SR 834) (MP 21.601) to north of Hillsboro Boulevard (SR 810) (MP 24.641). **Figure 1.1** provides a Project Location Map. This System Interchange Modification Report (SIMR) provides the justification documentation for the proposed interchange access modifications to the SW 10th Street and Hillsboro Boulevard interchanges along I-95.

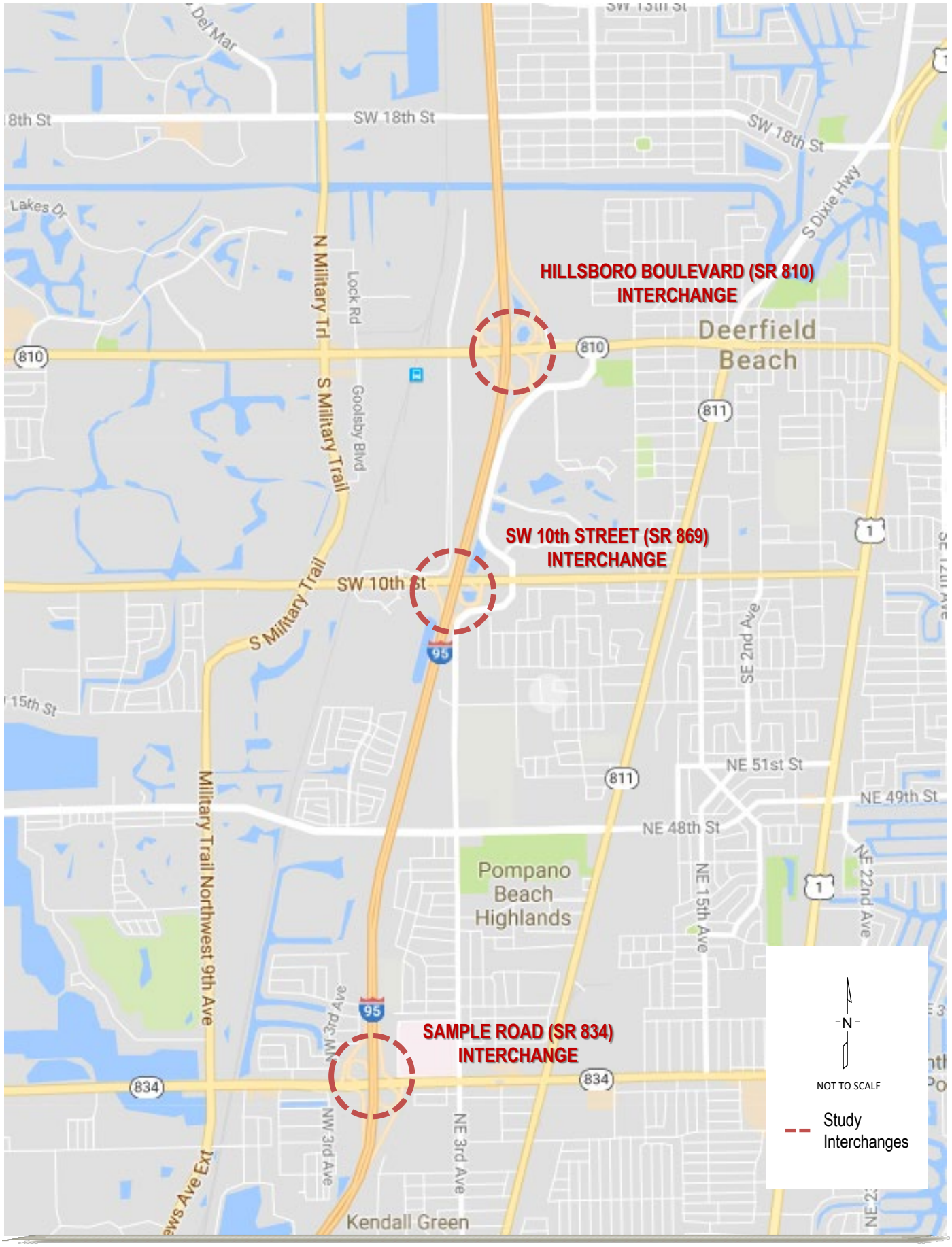
1.2 Purpose and Need for Project

The purpose of this project is to eliminate various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard, and also on SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The primary need for the project is based on capacity/operational and safety issues, with secondary considerations for the needs of evacuation and emergency services, transportation demand, system linkage, modal interrelationships, and social demands and economic development.

1.3 Planned and Programmed Transportation Projects

Applicable Master Plans, SIS Plans, FDOT's Five (5) Year Work Program, interchange planning and safety studies performed by FDOT District Four and future projects identified in the Palm Beach MPO TIP, Palm Beach MPO 2040 Long Range Transportation Plan (LRTP), local government comprehensive plans, and active Development of Regional Impact (DRI) applications were reviewed to identify any planned and programmed improvements within the study limits of the SIMR. Additionally, the I-95 Express Lanes Phase 3 Design was also reviewed to identify planned and programmed improvements within the SIMR limits. The SIMR improvements will be developed consistent with these plans or steps will be taken to achieve consistency.

Figure 1.1: Project Location Map



1.3.1 FDOT Plans and Projects

The I-95 Express Phase 3B-2 project from Stirling Road to Linton Boulevard is currently under preliminary design and will be let in FY 2019 as a Design-Build project. This project will introduce 2 tolled, express lanes in place of the existing High Occupancy Vehicle lane. The I-95 Corridor Design Consultant (CDC) is analyzing this project to ensure its compatibility with the I-95 SIMR.

In addition, there is an ongoing SW 10th Street Connector PD&E Study (FPID 439891-1) which is studying the feasibility of connecting the existing Sawgrass Expressway from Florida's Turnpike to I-95 through managed lanes. Every effort has been taken to maintain consistency between this SIMR and the ongoing PD&E Study.

The following FDOT planned projects have been identified within the SIMR study limits:

I-95 Interchange Improvements from Hillsboro Boulevard to SW 10th Street

Financial Number: 430932-1-52-01
Project Length: 1.5 miles
Project Limits: I-95 from the Hillsboro Boulevard entrance ramp to SW 10th Street
Start Date: January 5, 2015
Completed: Spring 2018
Contractor: Community Asphalt Corp.
Estimated Construction Cost: $4.5 million
Scope of Work:

This is 1 of 5 interchange improvements throughout Broward and Palm Beach Counties. Work at this location included the following:

- Added SB auxiliary lane on I-95 from eastbound Hillsboro Boulevard to I-95 southbound entrance ramp to the SW 10th Street exit ramp.
- Widened the SB I-95 exit-ramp to provide a two-lane exit from I-95 with free-flow southbound right turn and two exclusive southbound left turn lanes at the SW 10th Street SB off-ramp terminal.
- The free-flow southbound right turn lane was extended to the Newport Center Drive intersection as an exclusive westbound right turn lane.
- Utility relocation, milling and resurfacing of existing pavement, bridge widening, and installation of barrier walls, curbs, sidewalks, guardrail, drainage, overhead signs, signing and pavement marking, signals, lighting and retaining walls.

Hillsboro Boulevard Improvements Project in Deerfield Beach

Financial Number: 430602-1-52-01
Project Length: 2.32 miles
Project Limits: Hillsboro Boulevard from Military Trail to US 1 in Deerfield Beach
Start Date: January 3, 2017
Completion Date: Early 2018
Contractor: General Asphalt Co.
Estimated Construction Cost: $9.4 million
Scope of Work:

The improvements under this project consisted of the following:

- Improved the off-ramp from NB I-95 to EB Hillsboro Boulevard including the addition of a new signalized intersection and second lane to increase capacity.
- Relocated and upgraded drainage structures, upgraded crosswalk ramps to meet ADA requirements, constructed new stamped asphalt crosswalks from east of Natura Boulevard to US 1.
- Upgraded existing pedestrian signals to countdown timers, upgraded signalized intersections to mast arms, and installed new decorative lighting.
- Constructed new medians east of SE 2nd Avenue, removed old asphalt and resurfaced the roadway, upgraded signs and pavement markings to reflect the new roadway configuration as follows: (1) Military Trail to Dixie Highway - three 11-foot lanes in each direction (2) NE / SE 2nd Avenue to US 1 - two 11-foot lanes in each direction with a bike lane or sharrows in each direction as follows: (i) Military Trail to NW/SW 2nd Terrace - 4-foot bike lane (ii) NW / SW 2nd Terrace to NE / SE 2nd Avenue - Sharrow symbols to designate that the outside travel lane will be shared with vehicles (iii) NE / SE 2nd Avenue to US 1 - 7-foot bike lane.

Sample Road Interchange Ramp Improvements:

Financial Number: 436958-1-52-01
Project Length: 1.12 miles
Project Limits: I-95/SR-9 @ Sample Road Interchange

The improvements under this project consisted of the following:

- Combine the WB to SB loop on-ramp from Sample Road with the EB to SB slip on-ramp from Sample Road to create a single on-ramp merge on the mainline.
- Combine the EB to NB loop on-ramp from Sample Road with the WB to NB slip on-ramp from Sample Road to create a single on-ramp merge on the mainline.

1.4 Requestor Information

This I-95 Systems Interchange Modification Report (SIMR) has been prepared for the Florida Department of Transportation, District Four. For information on the SIMR, please contact the Department's Project Manager at the following address:

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2 METHODOLOGY

The methodology applied for the I-95 SIMR is documented in the Methodology Letter of Understanding (MLOU), dated May 2017. The MLOU was approved by FDOT District 4 and FDOT Central Office Systems Planning. The MLOU outlines the criteria, assumptions, processes, analyses and documentation requirements for the project. The approved MLOU is included in **Appendix A** for ease of reference. The following summarizes some of the more prominent issues covered under the MLOU.

2.1 Area of Influence

2.1.1 I-95 Mainline

The Area of Influence (AOI) along I-95 (SR 9) will include the freeway merge/diverge ramps at the adjacent interchanges to the south and north of SW 10th Street including ingress/egress ramps to/from I-95 Express lanes. For existing conditions, the adjacent interchange south of SW 10th Street is Sample Road (SR 834) and the adjacent interchange north of SW 10th Street is Hillsboro Boulevard (SR 810). **Figure 2.1** provides a graphical representation of the AOI.

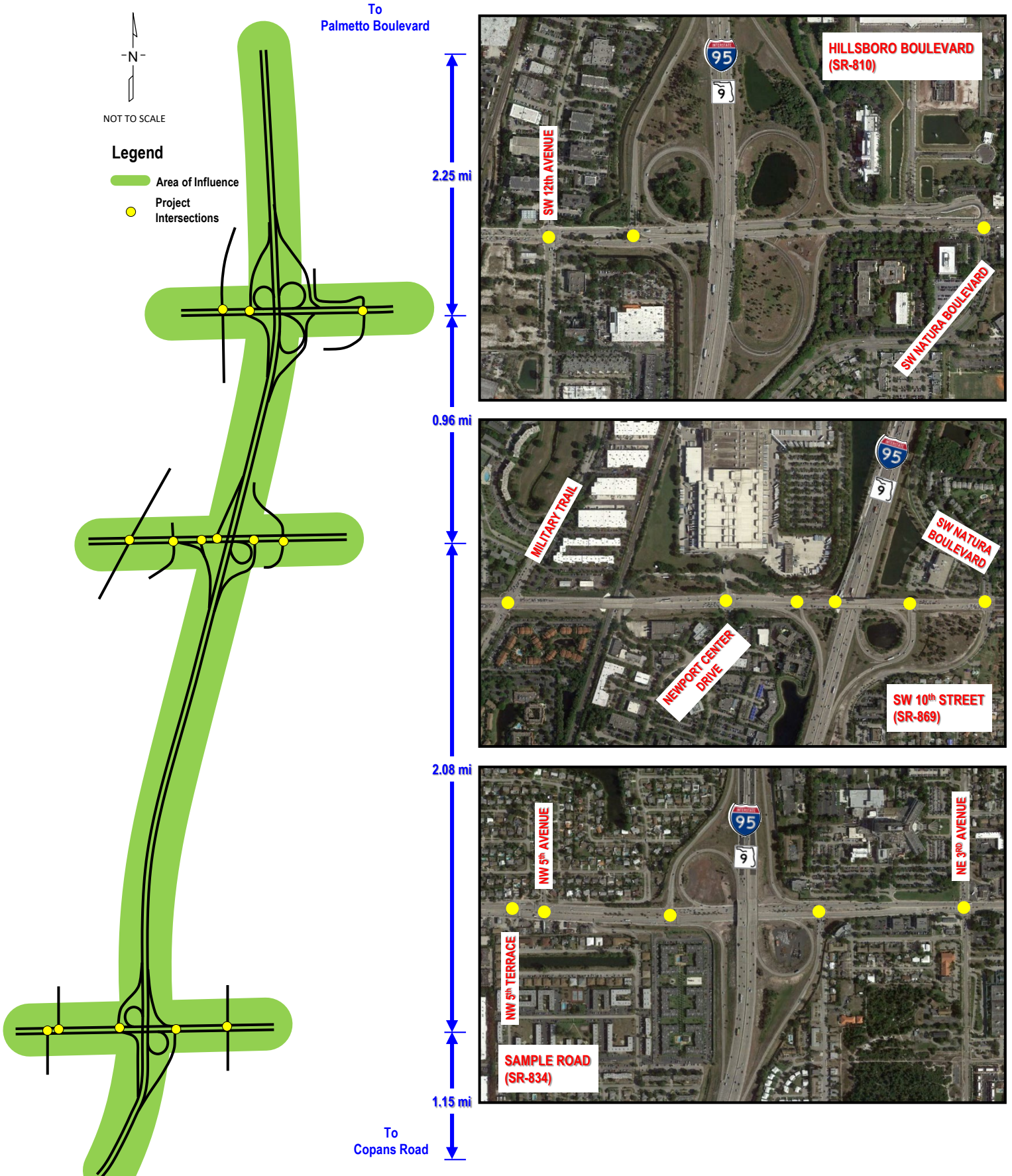
2.1.2 Along Crossroads

The AOI will include the intersections identified in **Table 2.1** below.

Table 2.1: Proposed Study Intersections

Interchange	List of Intersections
Sample Road (SR 834)	• I-95 NB off ramp at Sample Road • I-95 SB off ramp at Sample Road • Sample Road at 5th Terrace/5th Ave • Sample Road at NE 3rd Avenue
SW 10th Street (SR 869)	• I-95 NB off ramp at SW 10th Street • I-95 SB off ramp at SW 10th Street • SW 10th Street at S. Military Trail • SW 10th Street at Newport Center Drive • SW 10th Street at Natura Boulevard
Hillsboro Boulevard (SR 810)	• I-95 NB off ramp at Hillsboro Boulevard • I-95 SB off ramp at Hillsboro Boulevard • Hillsboro Boulevard at SW 12th Avenue • Hillsboro Boulevard at Natura Boulevard/Fairway Drive

Figure 2.1: Area of Influence



2.2 Analysis Years

The analysis years for the project were determined as follows:

For Traffic Forecasting:

- Base year 2010
- Horizon year 2040

For Traffic Operational Analysis:

- Existing year 2016
- Opening year 2020
- Design year 2040

2.3 Travel Demand Forecasting

2.3.1 Selected Travel Model

The modeling effort was coordinated between FDOT District 4 and Florida's Turnpike to produce a consistent traffic forecasts for various traffic studies on major corridors - I-95, SW 10th Express Lanes Street, Sawgrass Expressway Widening, and Florida's Turnpike Widening. The travel demand forecasts for the SW 10th Street SIMR were prepared by Florida's Turnpike in conjunction with the SW 10th Street PD&E and Sawgrass Widening PD&E studies. At the beginning of the forecast effort in late-2016, the Florida's Turnpike developed the project-level SERPM 6.54 FTE for use in this study. The SERPM 6.54 FTE included network and socioeconomic data updates consistent with SERPM 7. District 4 approved the use of the SERPM 6.54 model at the onset of the project since the effort was being conducted by the Florida's Turnpike. Additionally, District 4 conducted a reasonability test comparing SERPM 7 with SERPM 6.54 in anticipation of future questions. As documented in the SW 10th Street Subarea Model validation dated December 2017, the comparative analysis found the models to be relatively similar indicating reliability of forecasted volume along the corridor.

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

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

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

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

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

2.3.2 Model Validation Methodology

The model development for this project consisted of enhancing the local subarea by recoding intersection configurations, splitting Traffic Analysis Zones (TAZs), and adding local streets important to local circulation around the study corridor. Within the subarea, the highway network coding was reviewed and corrected as needed using aerial imagery. The SERPM was validated to 2010 traffic conditions in an iterative fashion by first adjusting link speeds at the regional level and using the Cube Analyst process at the subarea level.

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

The adjustments to origin-destination tables by the Cube Analyst process were calculated by subtracting the original subarea origin-destination table from the adjusted origin-destination table by time period. This adjustment (also known as validation Delta) was applied to the future year model estimated origin-destination tables.

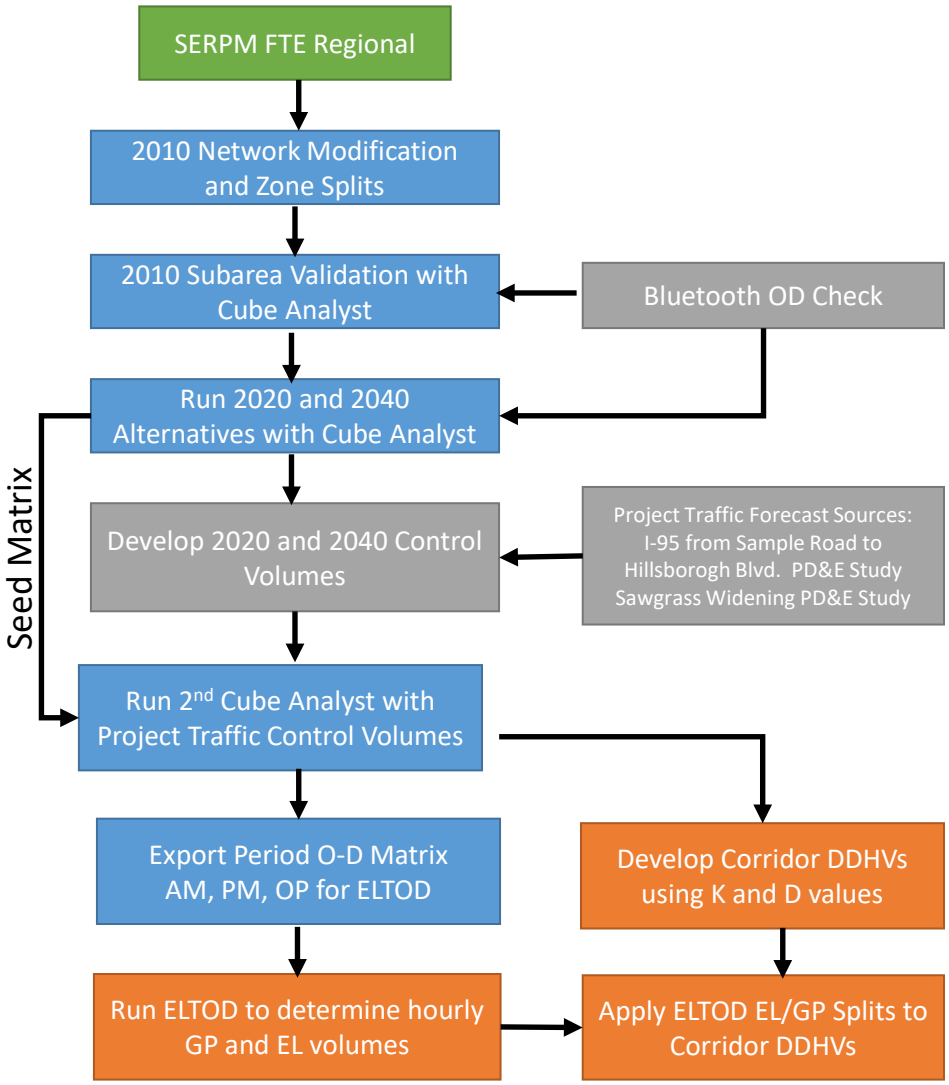
2.3.3 Project Traffic Forecast Development Methodology

The development of the project traffic forecast was a multi-step effort involving a combination of internal modeling procedures and post-model evaluation. **Figure 2.2** illustrates the process beginning with the regional model. After the SERPM-FTE project model was validated against the 2010 traffic conditions, the future year model runs were conducted for the 2020 and 2040

No-Build and Build alternatives. The results of the future year Build scenarios were checked against the Bluetooth Origin-Destination data to see if the traffic between the Turnpike and I-95 Corridors that diverted to the SW 10th Street from the other interchanges was reasonable.

The traffic forecasting methodology used for each approach of each intersection was based on the 2016 AADT (from the field), and 2010 and 2040 SERPM model volumes. The recommended 2040 AADTs were calculated by applying the model growth rate to the 2016 AADT. For all the roadway links, the 2016 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted. Then the 2020 and 2030 volumes were interpolated using 2016 AADT and recommended 2040 volumes.

Figure 2.2: Project Traffic Forecast Development Process



Once the No-Build forecast was determined for 2040, the Build project forecast was determined by applying the model differences to the No-Build project forecast. For example, 2040 Build 2 project traffic forecasts = 2040 No-Build project traffic + (2040 Build 2 Model – 2040 No-Build Model). The Build 3 project traffic was determined by taking the difference between the Build 2 and Build 3 model values and adding this impact layer to the Build 2 project forecast. This process was also used to develop 2020 and 2040 Build 2 and Build 3 forecast volumes along I-95 mainline, all ramps, and arterials.

Once project traffic forecast volumes were established as control values, a second Cube Analyst step was implemented to adjust the initial trip tables to match with the forecast values at selected links in the subarea. The final adjusted trip tables were assigned to the subarea networks for each scenario to produce the 2020 and 2040 forecasts on all links with and without control totals. Finally, the second Cube Analyst assignment results were checked, smoothed, and rounded to produce the project forecast AADTs.

The final forecasted AADTs from the subarea model, along with K-factors and D-factors, were used to develop corridor-level directional design hour volume (DDHV). For express lane locations, the Subarea model peak period trip tables were then exported to ELToD to determine hourly traffic for the general purpose and express toll lanes.

2.3.4 Adjustment Procedures

If the model growth rate was less than the recommended 0.5% growth rate, a 0.5% growth rate was utilized. Otherwise, the growth factor calculated based on the model volumes was used. Then the 2020 and 2030 volumes were interpolated using 2016 AADT and recommended 2040 volumes. For the roadway segments where the 2040 model volumes are lower than the 2010 model volumes, or are not included in the model network, the future 2020, 2030, and 2040 AADTs were calculated using 2016 AADT and a compound growth factor of 0.5%.

The No-Build scenario for the I-95 PD&E study and the SW 10th Street PD&E study is same. Hence, there is a need to achieve a consistent project forecast between the two projects. The forecast approach discussed with FDOT District 4 and Turnpike staff was to determine a project forecast for the No-Build scenario consistent with the I-95 PD&E study and pivot from these forecasts using the impacts identified from the SW 10th Street PD&E model. The methodology outlined in the Traffic Data Collection and Traffic Projections Report for the I-95 PD&E study was to apply a growth rate of 0.5 percent or model growth (whichever is greater) to the 2016 traffic volumes. Since the SW 10th Street Study I-95 study limits extend beyond the I-95 PD&E study limits (from Sample Road to Hillsboro Boulevard), a 0.5 percent growth rate was applied for the interchanges south of Sample Road, and the raw subarea SW 10th model results were used north of Hillsboro.

2.4 Traffic Factors

The directional design hour volumes (DDHV) development process for the I-95 IMR involved the application of the standard procedure of adjusting the average annual daily traffic (AADT) volumes with the Standard K and D30 traffic factors. However, it was adjusted to produce AM and PM peak hour volumes along the different corridors as follows:

- Standard K was applied to the highest peak hour period between AM or PM; the other period K factor was determined as a ratio based on existing counts.
- I-95 mainline Standard K = 7.0% was proposed
- Standard K = 8.0 was applied to I-95 ramps and along the crossing corridors between the I-95 Ramps. Other K factors were based on existing and historical counts. D factors were calculated by link for each peak period based on existing and historical data.
- 24T and DHTf were calculated for each intersection or link based on existing and historical data. A minimum DHTf factor of 2.0% was used.
- PHF for Existing Year Analysis was based on existing counts. PHF for Future Year Analyses: PHF=0.95 for I-95 Mainline; PHF=0.92 for ramp movements and cross streets.
- TMTool, rounding and balancing were conducted; therefore, the final K and D may not match the initial values.

The proposed Traffic factors for this SIMR are summarized on **Table 2.2**

Table 2.2: Existing Traffic Factor Values

Roadway	K%	D%	24T%	DHTf(1)%	PHF(2)
I-95 Mainline	7.0	50.5 to 56.7	4.0 to 6.0	2.0 to 3.0	0.85 to 0.99
I-95 Ramps	8.0	100	4.0 to 6.0	2.0 to 3.0	0.85 to 0.99
SW 10th Street	5.7 to 12.8	50.0 to 83.4	3.0 to 8.0	2.0 to 3.0	0.93 to 0.97
Hillsboro Boulevard	3.6 to 9.0	50.0 to 93.3	3.0 to 9.0	2.0	0.94 to 0.96
Sample Road	3.9 to 9.5	50.7 to 71.2	3.0 to 7.0	2.0 to 3.0	0.92 to 0.96

Source: AECOM preliminary calculations based on existing and historical volume data.

(1) A minimum DHT_f factor of 2.0% will be used.

(2) PHF for Future Year Analyses: PHF=0.95 for I-95 Mainline; PHF=0.92 for ramp movements and cross streets.

2.5 Traffic Operational Analysis

Traffic operational analyses were performed for the Existing Conditions and future No-Build and Build Alternatives. Analyses were performed using the Highway Capacity Software (HCS2010), Version 6.60 and Synchro Version 9. In order to maintain consistency between the three projects viz. SW 10th Street Connector PD&E (439891-1), I-95/SW 10th Street SIMR (436964-1) and Sawgrass Expressway PD&E, within the study area, Synchro 9 was used for all three projects. HCS2010 was used for operational analyses of freeway segments - mainline, ramps, merge,

diverge and weaving segments. Synchro analyses were performed for adjacent signalized intersections and interchange ramp terminal intersections. Synchro software results were reported utilizing the HCM 2000 module outputs. It is important to note that HCM2000 delays can be reported for unconventional intersection designs and signal timings. HCM 2010 fails to provide this information. In order to maintain consistency between the SW 10th Street Connector PD&E Study, I-95/SW 10th Street SIMR and Sawgrass Expressway PD&E Study, HCM 2000 was reported for all intersections.

The HCS and Synchro operations analyses were performed for the following conditions:

- Existing year 2016 conditions, AM and PM peak hours
- Year 2020 conditions for No-Build, Build 1, Build 2, and Build 3 Alternatives, AM and PM peak hours
- Year 2040 conditions for No-Build, Build 1, Build 2, and Build 3 Alternatives, AM and PM peak hours
- Existing year Synchro analysis was conducted using the existing signal timing data
- All future year Synchro analysis for both the No-Build and Build conditions included signal optimization.

2.5.1 Measures of Effectiveness (MOEs)

Analyses of the interchange ramp terminals and adjacent intersections were conducted using Synchro 9 software and results were reported utilizing the HCM 2000 output. Since HCM methodology does not report queues, 95th percentile queues were obtained from Synchro report.

FDOT Topic No. 000-525-006-c provides Level of Service (LOS) Targets for the State Highway System (SHS). The following LOS criteria are considered acceptable for the SIMR. The following LOS criteria were considered for the I-95 IMP analysis since the study area is considered to be an "Urbanized Areas over 500,000".

- SIS Facilities – LOS D
- Other State Roads – LOS D

It should be noted that the traffic operational objectives were to maintain or improve the No-Build operations; therefore, the Build Alternatives may not meet the Department's LOS D target in urbanized areas because of the design constraints.

In addition to the signalized intersection LOS criteria stated above, operational analysis criteria also included the following:

- Delay (seconds per vehicle)
- Maximum volume-to-capacity (v/c) ratio: Where possible, each intersection movement was designed to have a v/c ratio of 1.0 or less.

- Interchange off-ramp queue lengths: The 95th percentile queue was utilized to determine the required storage length for all interchange off-ramp queue lengths. Since HCM methodology does not report queues, 95th percentile queues were obtained from Synchro report. The 95th percentile queue was calculated utilizing Synchro queue results which are reported in feet by lane. In order to obtain the total queue length, Synchro reported queue length was multiplied by the number of turn lanes and the lane utilization factor.

3 EXISTING CONDITIONS

3.1 Existing Road Characteristics

The general characteristics of the roadway facilities located within the project limits are described in the sections below. The data below is based on information gathered from the FDOT's Roadway Characteristics Inventory, Straight Line Diagrams (SLDs), Broward County MPO, Broward County Traffic and Engineering Division and field reviews. The existing roadway and intersection lane configurations are depicted in **Figure 3.1**. The Aerial views of the interchanges are presented in **Figures 3.2 through 3.4**.

3.1.1 SR 9/I-95 from north of Palmetto Park Road to south of Yamato Road (SR 794)

Facility Type: Freeway, Limited Access, SIS Facility
Functional Classification: Urban Principal Arterial - Interstate
Access Management Classification (FDOT): Class 1
Typical Section:

North of Sample Road to North of Hillsboro Boulevard Interchange:

Northbound and Southbound: 3 GP, 1 HOV / BW

South of Sample Road Interchange:

Northbound and Southbound: 1 AUX, 3 GP, 1 HOV / BW

Note: AUX-Auxiliary Lane/GP-General Purpose Lane/HOV-High Occupancy Vehicle Lane/BW-Barrier Wall Median

Posted Speed Limit: 65 mph

3.1.2 Sample Road, SW 10th Street, and Hillsboro Boulevard

Facility Type: Arterial
Functional Classification: Urban Principal Arterial - Other
Access Management Classification (FDOT): Class 5
Typical Section: EB & WB: 3 Lanes/ Raised Median
Posted Speed Limit: 45 mph

Figure 3.1: 2016 Existing Roadway and Intersection Lane Configurations

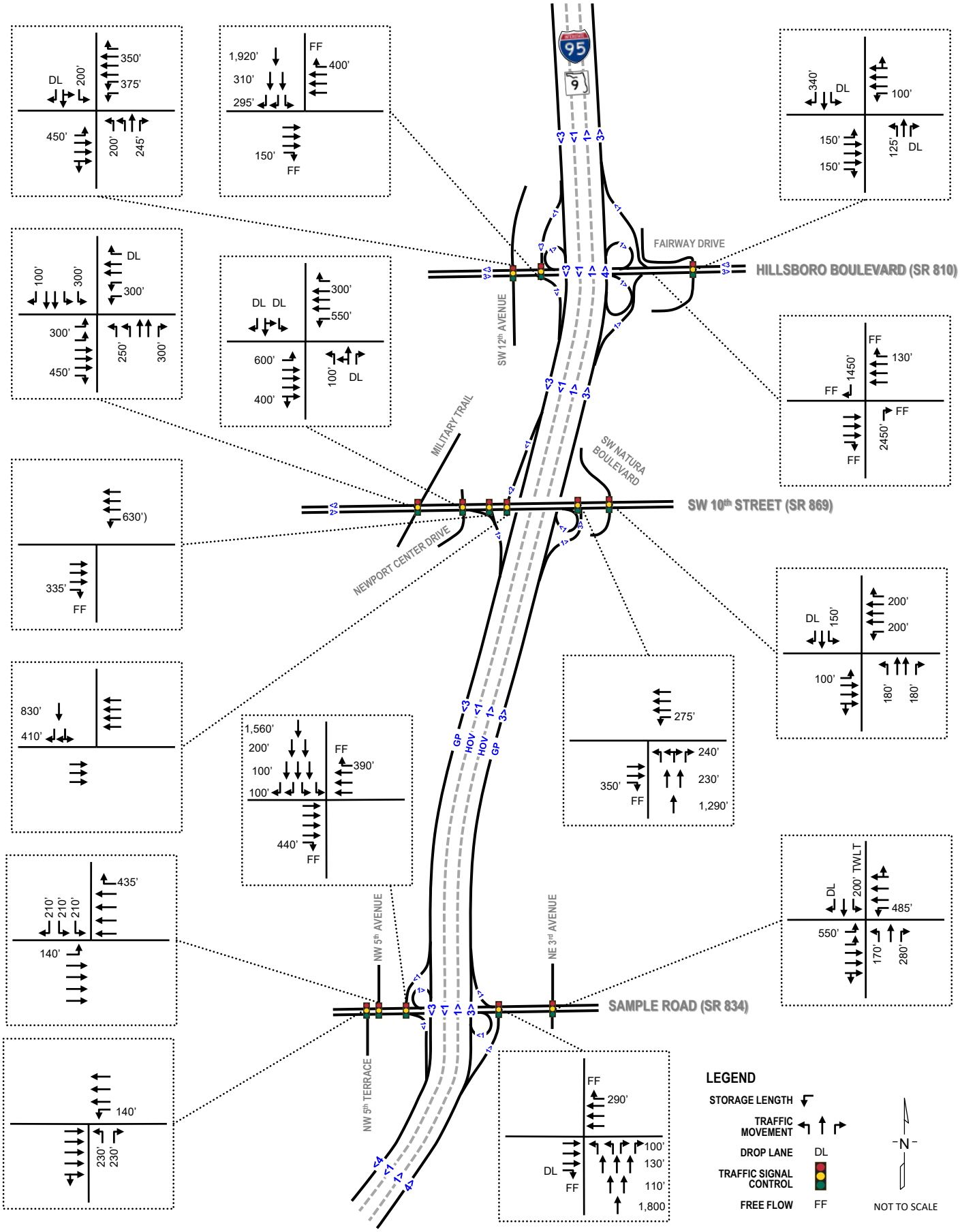


Figure 3.2: Aerial View - Hillsboro Boulevard (SR 810)

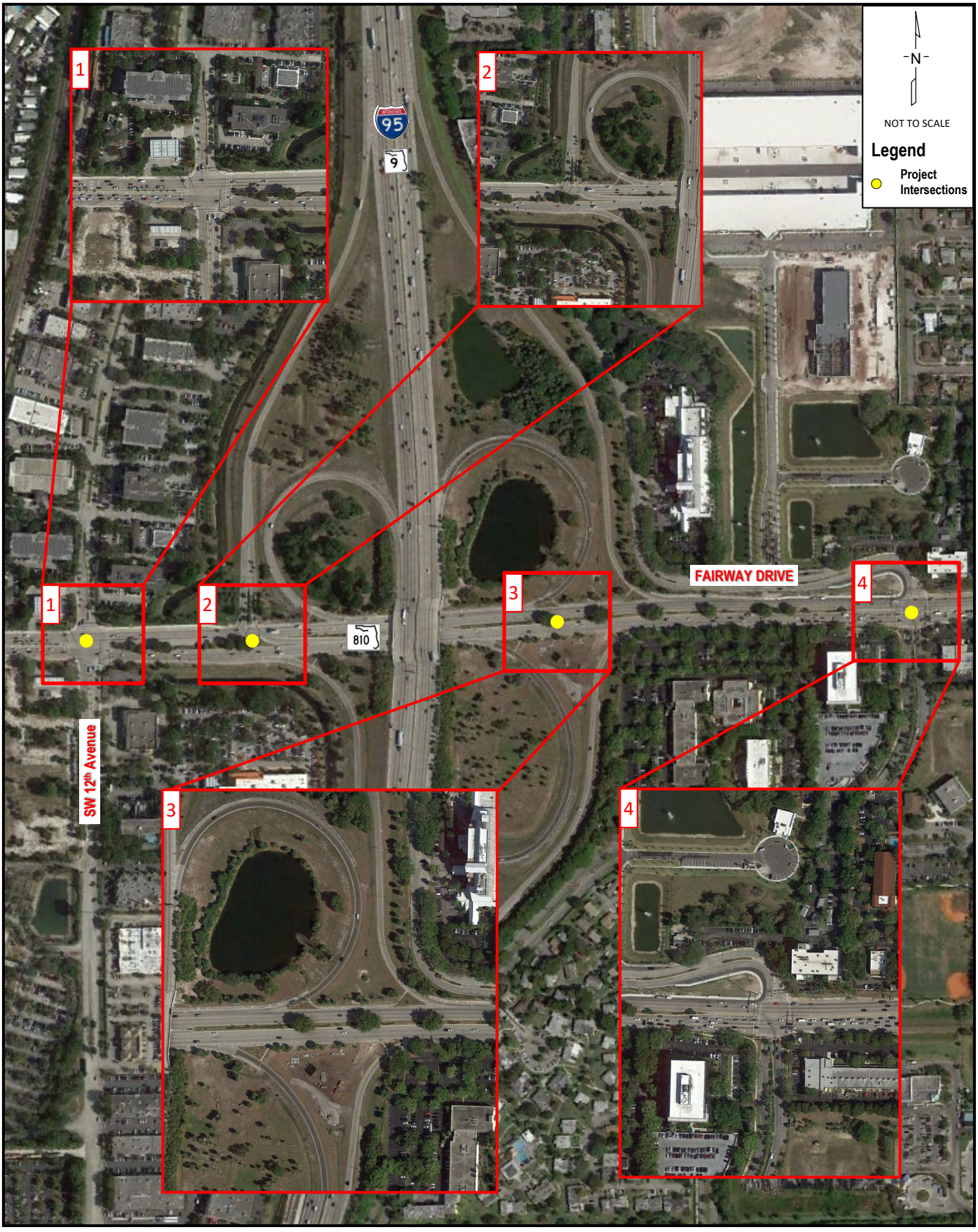


Figure 3.3: Aerial View - SW 10th Street (SR 869)

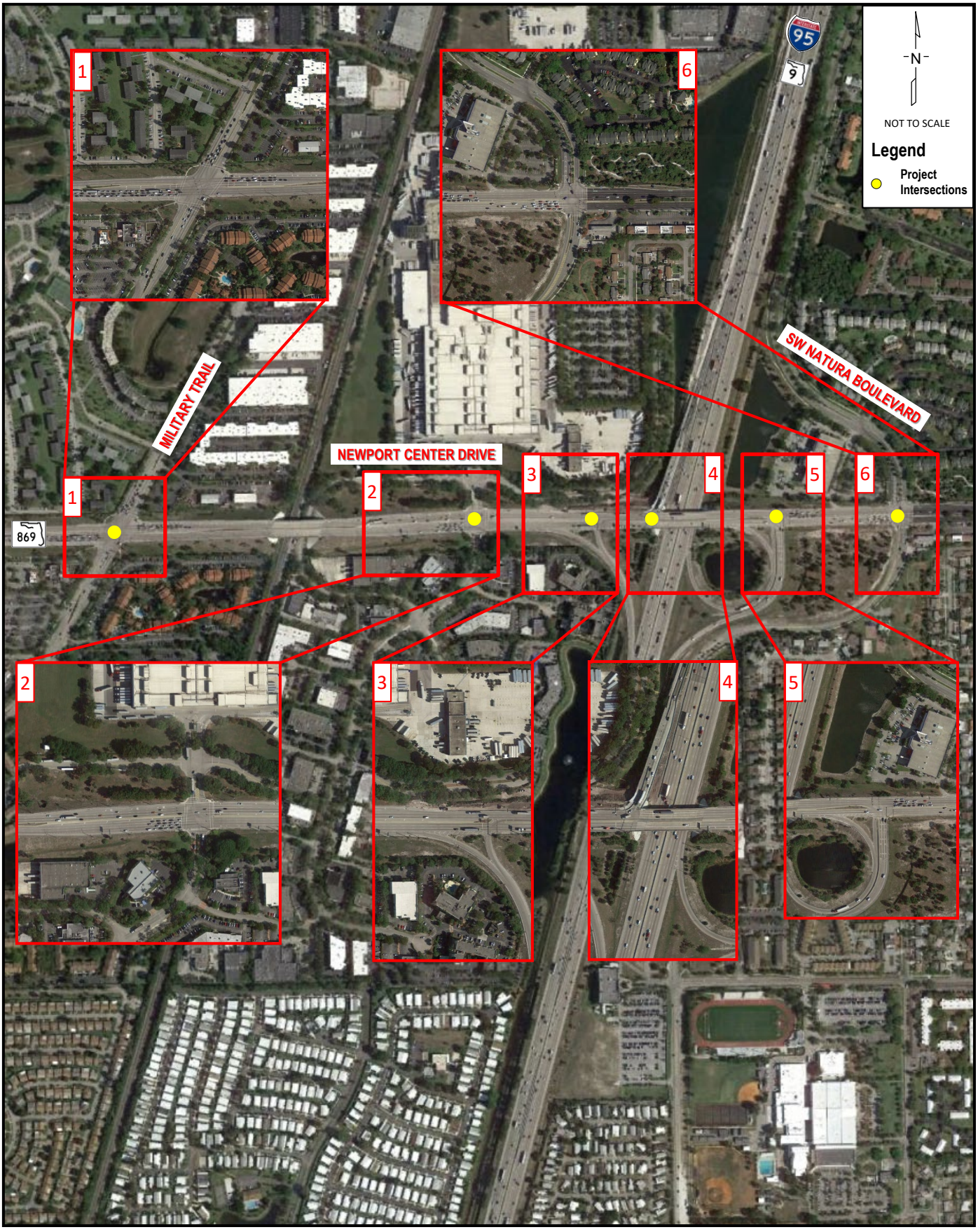


Figure 3.4: Aerial View – Sample Road (SR 834)

3.2 Existing Traffic Data

FDOT District 4 provided existing 2016 volumes that had been summarized in the *Traffic Data Collection & Traffic Projections for I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard,* dated May 19, 2016. The data collection effort was completed March 8 through March 10, 2016.

As part of the SW 10th Street Connector PD&E Study (FPID 439891-1), a comparison of these volumes with volumes from previous studies revealed significant differences. In most cases, the District's March 2016 data showed lower volumes. In order to address the discrepancies and to supplement existing data, additional 4-hour turning movement counts were conducted at 16 locations and 2-day to 7-day directional machine counts were collected at 3 locations. These additional counts were collected by Florida's Turnpike Enterprise (FTE) between October 18 and October 25, 2016. The locations and summaries are documented in the *SW 10th Street PD&E Project Traffic Forecast Memorandum dated January 2019* prepared by FTE and included in Appendix F.

The additional counts verified that the March 2016 data presented lower volumes. Therefore, adjustments were made to develop balanced existing 2016 traffic volumes throughout the study area. I-95 ramp volumes were adjusted to volumes obtained as part of the Broward County Interchange Master Plan reports.

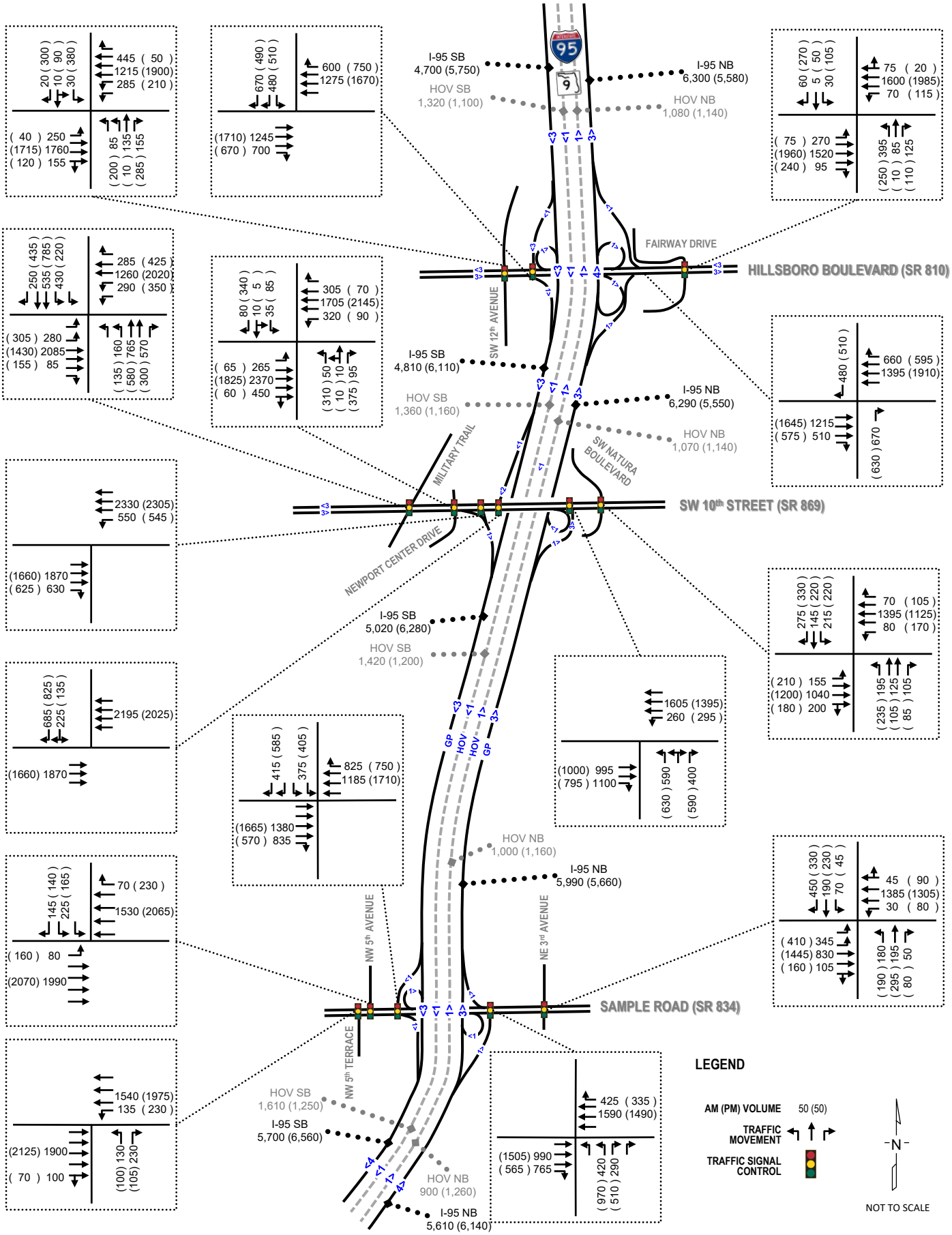
3.2.1 Existing Traffic Volumes

Figure 3.5 presents a summary of the balanced 2016 existing traffic volumes. The raw traffic counts and the existing signal timing is provided in **Appendix B**. These volumes are consistent with the ongoing SW 10th Street Connector PD&E Study.

3.3 Existing Traffic Operational Analysis

A traffic operational analysis was conducted to evaluate the existing conditions in the study area. Major analysis parameters include volume, design hour truck percentage, peak hour factor (PHF) and roadway geometry. The existing intersection PHFs were used for the intersection analysis. Design Hour Truck (DHT) values were calculated based on historical data from the FDOT count sites within the study area, mechanical classification counts and turning movement counts conducted as part of the I-95 PD&E Study data collection efforts. Peak hour values from mechanical counts were calculated as half the daily value in accordance with the FDOT Project Traffic Forecasting Handbook. The calculated DHT used for the I-95 mainline was 3.0%. The calculated DHT used was 2.0% for the ramps and for the interchange cross-streets.

Figure 3.5: 2016 Existing Volumes



3.3.1 Existing Traffic Freeway Operational Analysis – I-95

The measure of effectiveness used to estimate the LOS was density and volume to capacity ratio. The LOS for each freeway segment was determined using the corresponding HCS Freeways, Weaving or Ramps modules when applicable. When required by the specific geometry of a segment, additional ramp roadway (capacity checks) and/or major diverge analyses were conducted. Similarly, overlapping influence areas of on-ramp and off-ramp segments were analyzed both ways and the most restrictive output was reported. The upstream density of the major diverge areas was estimated using Equation 13-26 of the HCM. The capacity checks were documented as under capacity (Under) or over capacity (Over).

The HOV lane and corresponding volumes were excluded for the HCS analysis in order to be able to analyze the operating conditions of the general purpose lanes. The HOV lane demand was based on the data collection and analysis documented in the 2010 I-95 High-Occupancy Vehicle Lane Monitoring Report, dated May 2011. The report documents that the HOV northbound lane demand is approximately 16% of the total traffic for the AM and PM peak hours and the HOV southbound lane demand is approximately 16% and 18% for AM and PM peak hours, respectively. The percentile demand was applied to the provided existing volumes.

The mainline/basic, weaving, and ramp merge/diverge analysis results are summarized on **Figures 3.6** and **3.7** for Northbound and Southbound directions, respectively. Documentation of the existing traffic freeway operational analysis is provided in **Appendix C**. The results indicate that eight (8) of the sixteen (16) northbound freeway segments in the study area operate at LOS E or F during one or both of the peak hours and three (3) of the fifteen (15) southbound freeway segments in the study area operate at LOS E only during the PM peak hour.

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Figure 3.6: 2016 Existing Year Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	6,300 (5,580)	E (39.1)	D (30.4)
Merge from Hillsboro Boulevard WB	6,310 (5,580)	E (35.9)	D (30.8)
Basic Freeway	5,650 (4,985)	D (32.3)	C (25.7)
Weave - Entry Hillsboro Blvd EB to Exit Hillsboro Blvd WB	6,130 (5,495)	D (30.6)	C (27.1)
Basic Freeway	5,620 (4,920)	D (32.0)	C (25.3)
Diverge to Hillsboro Boulevard EB	6,290 (5,550)	E (37.6)	D (33.7)
Basic Freeway	6,290 (5,550)	E (39.0)	D (29.9)
Merge from SW 10th Street EB & WB	6,360 (5,530)	D (31.4)	C (25.8)
Basic Freeway	5,000 (4,440)	D (27.0)	C (22.3)
Diverge to SW 10th Street EB & WB	5,990 (5,660)	E (36.4)	E (35.7)
Basic Freeway	5,990 (5,660)	E (35.6)	D (32.4)
Merge from Sample Road WB	6,090 (5,560)	F (36.6)	D (30.4)
Basic Freeway	5,665 (5,225)	E (39.5)	D (29.1)
Merge from Sample Road EB	5,665 (5,225)	D (33.3)	C (27.5)
Basic Freeway	4,900 (4,660)	D (30.7)	C (24.9)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	5,610 (6,140)	C (27.4)	D (32.5)

GPL: General Purpose Lane

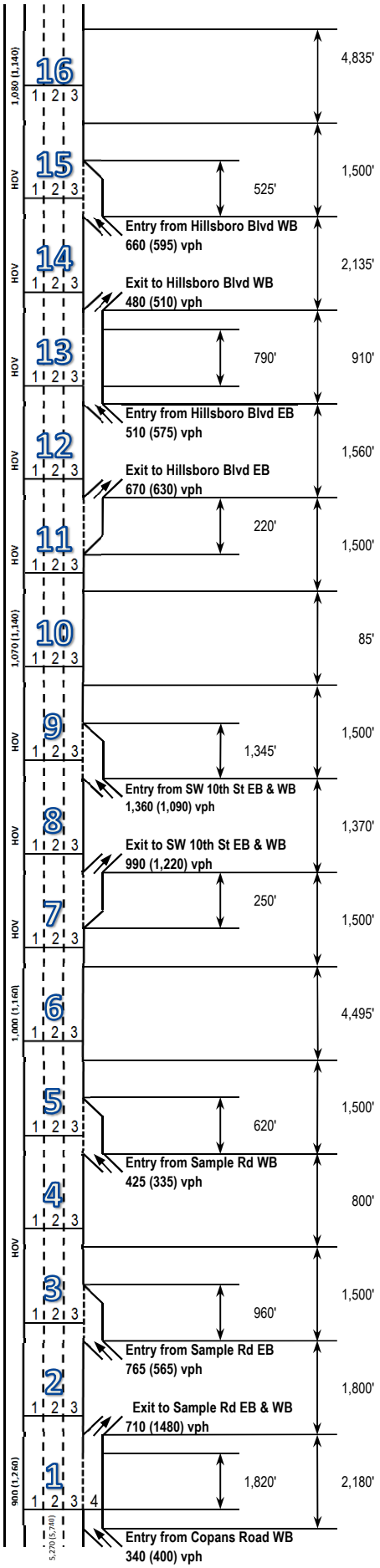
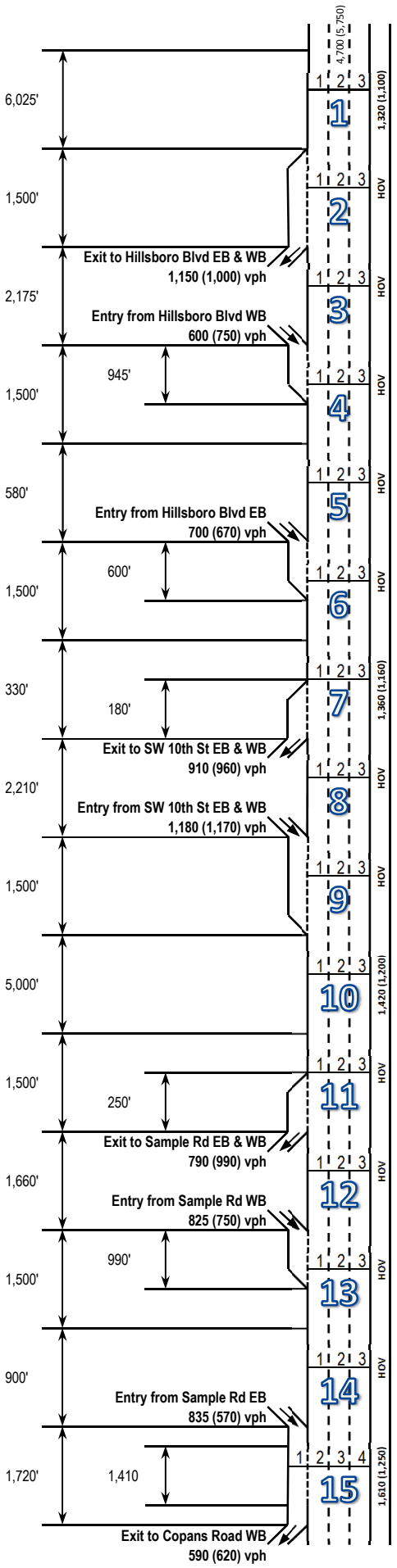


Figure 3.7: 2016 Existing Year Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,700 (5,750)	C (24.5)	D (32.6)
Diverge to Hillsboro Boulevard EB & WB	4,700 (5,750)	C (20.0)	C (24.0)
Basic Freeway	3,550 (4,750)	B (17.9)	C (24.8)
Merge from Hillsboro Boulevard WB	4,150 (5,500)	C (22.3)	D (29.5)
Basic Freeway	4,150 (5,500)	C (21.1)	D (30.4)
Merge from Hillsboro Boulevard EB	4,850 (6,170)	D (28.3)	D (34.0)
Diverge to SW 10th Street EB & WB	4,810 (6,110)	D (31.9)	E (37.4)
Basic Freeway	3,900 (5,150)	C (19.7)	D (27.7)
Merge from SW 10th Street EB & WB	5,080 (6,320)	C (24.9)	D (34.1)
Basic Freeway	5,020 (6,280)	D (27.1)	E (38.9)
Diverge to Sample Road EB & WB	5,020 (6,280)	D (31.8)	E (36.6)
Basic Freeway	4,230 (5,290)	C (21.6)	D (27.5)
Merge from Sample Road WB	5,055 (6,040)	C (27.7)	D (31.1)
Basic Freeway	5,055 (6,040)	D (27.0)	D (33.6)
Weave - Entry Sample Road EB to Exit Copans Road WB	5,700 (6,560)	D (30.0)	D (33.8)

GPL: General Purpose Lane

3.3.2 Existing Traffic Intersection Operational Analysis

Intersection analysis for ramp-terminals and adjacent intersections was performed using existing turning movement volumes, existing lane geometry, and signal timing observations and information obtained from Broward County. The data was input into Synchro v9.1. The LOS and Delay was calculated utilizing Highway Capacity Manual (HCM) 2010 methodology where feasible. When the HCM 2010 methodology did not support the intersection characteristics, the Synchro HCM 2000 report was used. The intersection analyses are presented in **Appendix D**.

Tables 3.1 through **3.3** provide a detailed summary of the results of the signalized intersection analyses for the AM and PM peak hours for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. The results include delays (in seconds per vehicle) and Level of Service (LOS) by movement, approach, and the overall intersection. The volume to capacity (v/c) ratios and 95th percentile queue lengths have also been summarized by movement. The intersection analysis results indicate the following:

- Hillsboro Boulevard: One of the three signalized intersections operates at LOS E during the AM peak hour. The I-95 southbound off-ramp approach operates at LOS E during both peak hours.
- SW 10th Street: Two of the six signalized intersections operate at LOS F during one or both peak hours. The I-95 northbound and southbound off-ramp approaches operate at LOS F during both peak hours.
- Sample Road: All five signalized intersections operate at LOS D or better during both peak hours. The I-95 northbound and southbound off-ramp approaches operate at LOS D or better during both peak hours.

Table 3.4 summarizes the results of the off-ramp signals back of queue analyses for the AM and PM peak hours. HCM methodology does not provide queue lengths, therefore, the 95th percentile queues were obtained from Synchro reports. The Synchro reported queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length. The results present the queue length in feet for each lane group movement. The available storage length was calculated from the stop bar at the ramp terminal intersection to the gore with I-95 mainline, accounting for the changes in number of lanes. The analysis and field observations show that queues on the northbound and southbound off-ramps at SW 10th Street interchange exceed the available storage lengths and back up to the I-95 mainline through lanes during one or both peak hours. These queues exceeding the available storage are shown in red.

Table 3.1: 2016 Existing – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (128.2)	C (23.2)		F (80.8)	B (14.4)	A (7.6)	E (66.2)	F (81.7)	D (51.8)	E (74.4)	E (74.4)	D (53.8)	C (32.8)
			Approach	D (35.3)			C (22.5)			E (65.8)			E (67.7)			
		Volume to Capacity ratio	Movement	1.02	0.67		0.70	0.44	0.39	0.25	0.74	0.22	0.27	0.28	0.01	
		Queue Length 95th (ft)	Movement	#479	665		m198	305	m159	72	218	101	55	57	0	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.8)		B (14.3)					F (80.4)		E (59.4)	C (22.2)
			Approach	A (0.3)			B (14.3)						E (68.2)			
		Volume to Capacity ratio	Movement		0.26	0.47		0.41					0.95		0.84	
		Queue Length 95th (ft)	Movement		0	71		m262					#733		480	
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (144.2)	B (18.5)	B (13.3)	E (72.8)	C (21.1)		F (518.7)	E (70.9)	E (66.8)	E (69.7)	E (74.0)	E (73.8)	E (77.4)
			Approach	D (36.3)			C (23.2)			F (362.5)			E (72.5)			
		Volume to Capacity ratio	Movement	1.10	0.48	0.06	0.53	0.59		1.97	0.53	0.08	0.27	0.07	0.07	
		Queue Length 95th (ft)	Movement	m#505	455	m21	130	494		#784	152	68	60	20	4	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (71.1)	C (34.6)		F (89.3)	B (19.9)	A (1.7)	E (76.2)	E (66.8)	F (87.2)	F (84.2)	F (84.7)	E (63.1)	D (42.0)
			Approach	D (35.4)			C (26.2)			F (82.4)			E (76.1)			
		Volume to Capacity ratio	Movement	0.34	0.77		0.62	0.74	0.03	0.70	0.07	0.87	0.85	0.86	0.73	
		Queue Length 95th (ft)	Movement	86	772		173	838	m3	156	32	339	361	371	244	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.6)		B (18.8)					E (71.1)		D (44.3)	B (17.8)
			Approach	A (0.3)			B (18.8)						E (58.0)			
		Volume to Capacity ratio	Movement		0.36	0.45		0.57					0.92		0.56	
		Queue Length 95th (ft)	Movement		0	0		500					#738		312	
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	E (75.3)	C (22.7)	B (13.0)	F (81.2)	C (24.0)		E (74.6)	E (63.4)	E (63.6)	E (62.2)	E (72.0)	E (77.2)	C (32.4)
			Approach	C (23.4)			C (27.1)			E (71.0)			E (72.9)			
		Volume to Capacity ratio	Movement	0.54	0.70	0.23	0.71	0.70		0.85	0.05	0.07	0.46	0.41	0.59	
		Queue Length 95th (ft)	Movement	m126	667	m115	197	730		#333	31	61	145	97	155	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 3.2: 2016 Existing – SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (94.3)	D (55.0)	C (27.4)	F (176.5)	D (52.5)	C (34.3)	F (81.3)	F (88.0)	F (235.0)	F (150.0)	E (57.3)	D (52.6)	F (84.8)
			Approach	E (58.6)			E (69.2)			F (143.3)			F (89.2)			
		Volume to Capacity ratio	Movement	0.83	0.94	0.06	1.13	0.86	0.30	0.58	0.95	1.33	1.09	0.58	0.32	
		Queue Length 95th (ft)	Movement	#248	952	23	#318	837	182	140	#625	#1012	#426	380	188	
	East Newport Center Drive	LOS (Delay)	Movement	E (70.1)	C (23.5)		F (172.5)	B (10.9)	B (14.3)	E (75.0)	E (74.9)	E (72.8)	E (75.2)	E (74.5)	E (72.6)	C (32.2)
			Approach	C (27.5)			C (33.5)			E (73.6)			E (73.4)			
		Volume to Capacity ratio	Movement	0.95	0.75		1.17	0.51	0.21	0.39	0.38	0.06	0.38	0.33	0.06	
		Queue Length 95th (ft)	Movement	#361	707		#618	328	41	73	72	9	58	58	0	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		D (35.1)	A (0.6)	E (65.9)	A (0.2)								B (19.1)
			Approach	C (26.4)			B (12.8)									
		Volume to Capacity ratio	Movement		0.71	0.42	0.88	0.48								
		Queue Length 95th (ft)	Movement		554	0	m470	m0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (4.1)			A (5.4)					F (156.9)		F (191.3)	D (35.7)
			Approach	A (4.1)			A (5.4)						F (173.8)			
		Volume to Capacity ratio	Movement		0.61			0.57					1.17		1.25	
		Queue Length 95th (ft)	Movement		5			m75					#795		#846	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (25.3)	A (2.5)	F (221.0)	C (24.8)		F (104.7)		F (143.2)				D (48.6)
			Approach	B (13.4)			D (52.2)			F (116.7)						
		Volume to Capacity ratio	Movement		0.54	0.75	1.30	0.70		1.03		1.10				
		Queue Length 95th (ft)	Movement		m348	m1066	m#547	m300		#551		#653				
	FAU Research Park Boulevard	LOS (Delay)	Movement	B (15.7)	B (17.7)		B (10.5)	B (18.1)	B (12.8)	F (160.8)	E (64.6)	E (62.6)	F (99.8)	E (75.7)	F (86.0)	D (38.4)
			Approach	B (17.5)			B (17.5)			F (108.3)			F (88.3)			
		Volume to Capacity ratio	Movement	0.56	0.41		0.30	0.49	0.05	1.11	0.32	0.07	0.92	0.70	0.78	
		Queue Length 95th (ft)	Movement	m143	m353		50	402	13	#350	98	58	#298	229	245	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (178.1)	D (44.3)	C (31.6)	E (67.1)	F (169.1)	D (53.6)	F (100.6)	E (68.2)	E (59.8)	F (81.2)	E (67.2)	E (67.6)	F (95.4)
			Approach	E (64.9)			F (138.7)			E (70.0)			E (69.4)			
		Volume to Capacity ratio	Movement	1.14	0.69	0.10	0.77	1.24	0.47	0.77	0.74	0.41	0.66	0.83	0.77	
		Queue Length 95th (ft)	Movement	#332	615	24	m267	m#1715	m407	#142	434	223	181	555	492	
	East Newport Center Drive	LOS (Delay)	Movement	E (62.9)	B (15.4)		F (94.2)	B (19.0)	A (4.7)	E (73.4)	E (73.7)	F (108.9)	E (70.7)	E (70.6)	F (195.3)	D (40.9)
			Approach	B (17.0)			C (21.5)			F (92.7)			F (169.1)			
		Volume to Capacity ratio	Movement	0.62	0.60		0.61	0.80	0.05	0.62	0.62	0.92	0.24	0.24	1.17	
		Queue Length 95th (ft)	Movement	m87	158		175	560	6	278	284	#443	102	102	#548	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		C (33.5)	A (0.6)	D (40.4)	A (0.2)								B (15.3)
			Approach	C (24.5)			A (7.9)									
		Volume to Capacity ratio	Movement		0.78	0.42	0.67	0.48								
		Queue Length 95th (ft)	Movement		301	m51	m416	m0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (5.0)			A (8.9)					F (183.6)		F (209.5)	D (46.2)
			Approach	A (5.0)			A (8.9)						F (196.3)			
		Volume to Capacity ratio	Movement		0.55			0.53					1.22		1.28	
		Queue Length 95th (ft)	Movement		23			m86					#958		#1001	
	I-95 Northbound Ramps	LOS (Delay)	Movement		D (40.6)	A (1.1)	E (70.4)	C (30.1)		F (272.2)		F (326.4)				F (97.2)
			Approach	C (23.1)			D (37.2)			F (289.3)						
		Volume to Capacity ratio	Movement		0.63	0.53	0.75	0.57		1.42		1.52				
		Queue Length 95th (ft)	Movement		m508	m467	472	479		#863		#984				
	FAU Research Park Boulevard	LOS (Delay)	Movement	B (14.2)	B (19.4)		B (18.7)	B (19.4)	B (15.3)	F (317.2)	E (60.1)	E (58.7)	E (73.4)	F (87.7)	F (86.0)	D (49.2)
			Approach	B (18.7)			B (19.0)			F (202.0)			F (82.9)			
		Volume to Capacity ratio	Movement	0.62	0.49		0.66	0.41	0.07	1.51	0.21	0.06	0.81	0.85	0.83	
		Queue Length 95th (ft)	Movement	119	387		117	301	31	#454	85	38	301	#338	#338	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 3.3: 2016 Existing – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (15.0)		E (74.2)	A (1.6)		E (79.8)		E (64.4)				B (16.1)
			Approach		B (15.0)			A (7.5)			E (71.1)					
		Volume to Capacity ratio	Movement		0.45		0.66	0.41		0.73		0.12				
		Queue Length 95th (ft)	Movement		329		191	33		213		74				
	NW 5th Avenue	LOS (Delay)	Movement	E (59.1)	A (1.7)			B (18.6)	C (32.8)				E (71.4)		E (64.3)	B (15.9)
			Approach		A (4.0)			B (19.2)						E (68.6)		
		Volume to Capacity ratio	Movement	0.56	0.42			0.39	0.05				0.65		0.10	
		Queue Length 95th (ft)	Movement	155	46			362	43				169		68	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.4)	A (1.3)		A (9.6)					C (26.2)		C (29.1)	B (11.3)
			Approach		A (6.3)			A (9.6)						C (27.7)		
		Volume to Capacity ratio	Movement		0.37	0.56		0.40					0.48		0.65	
		Queue Length 95th (ft)	Movement		198	366		225					118		151	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (8.7)			A (6.1)	A (0.3)	C (29.4)		C (28.2)				B (10.5)
			Approach		A (8.7)			A (4.9)			C (28.9)					
		Volume to Capacity ratio	Movement		0.32			0.51	0.28	0.60		0.51				
		Queue Length 95th (ft)	Movement		191			100	m0	137		109				
	NE 3rd Avenue	LOS (Delay)	Movement	E (61.9)	B (19.7)		E (74.4)	D (36.9)		D (48.3)	E (56.3)	D (49.7)	D (51.6)	E (68.5)	F (95.8)	D (45.6)
			Approach		C (31.0)			D (37.7)			D (52.2)			F (84.1)		
		Volume to Capacity ratio	Movement	0.75	0.37		0.36	0.68		0.66	0.53	0.03	0.28	0.69	0.90	
		Queue Length 95th (ft)	Movement	256	308		70	621		211	268	0	91	277	#365	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (17.2)		F (80.8)	A (0.8)		F (80.0)		E (67.2)				B (15.9)
			Approach		B (17.2)			A (9.1)			E (73.4)					
		Volume to Capacity ratio	Movement		0.50		0.81	0.49		0.68		0.07				
		Queue Length 95th (ft)	Movement		369		#369	26		171		60				
	NW 5th Avenue	LOS (Delay)	Movement	E (67.7)	A (1.4)			B (10.6)	C (20.4)				E (71.9)		E (67.4)	B (12.8)
			Approach		A (6.1)			B (11.6)						E (69.8)		
		Volume to Capacity ratio	Movement	0.80	0.41			0.51	0.15				0.58		0.09	
		Queue Length 95th (ft)	Movement	#296	34			264	m50				127		69	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (18.8)	A (0.6)		B (15.3)					C (24.7)		C (33.9)	B (17.8)
			Approach		B (14.2)			B (15.3)						C (30.1)		
		Volume to Capacity ratio	Movement		0.46	0.38		0.59					0.46		0.81	
		Queue Length 95th (ft)	Movement		404	34		m306					129		#228	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (22.6)			B (13.1)	A (0.2)	D (50.8)		C (25.3)				C (24.1)
			Approach		C (22.6)			B (10.7)			D (42.0)					
		Volume to Capacity ratio	Movement		0.57			0.56	0.22	0.98		0.64				
		Queue Length 95th (ft)	Movement		467			171	0	#392		189				
	NE 3rd Avenue	LOS (Delay)	Movement	E (66.1)	D (39.7)		E (73.3)	D (38.7)		D (52.0)	E (60.0)	D (47.1)	D (52.5)	E (75.0)	E (59.5)	D (47.5)
			Approach		D (45.1)			D (40.6)			E (55.5)			E (64.9)		
		Volume to Capacity ratio	Movement	0.79	0.67		0.56	0.68		0.72	0.70	0.05	0.25	0.78	0.37	
		Queue Length 95th (ft)	Movement	291	629		143	582		219	396	0	63	331	150	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 3.4: 2016 Existing – Off-Ramp Signals Queuing Analysis Results

Intersection	Approach	Movement	Available Storage (ft)	Queue (ft)	
				AM	PM
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	#733	#738
		R (WB)	1,860	845	549
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	620	#795	#958
		R (WB)	1,030	#846	#1001
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	1,235	#802	#1,256
		R (EB)	1,235	#862	#1,299
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	229	250
		R (WB)	1,320	266	#401
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	266	#760
		R (EB)	1,405	192	333

Queue Notes:

Queue lengths exceeding the available storage are shown in Red.

Synchro queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length.

#: 95th percentile volume exceeds capacity

Example of Storage Length Calculation for SBRT at Hillsboro Blvd. = [(1920/2) + 310+ (295*2)] = 1,860 feet.

3.4 Existing Crash Data

Crash data was collected from the FDOT Crash Analysis Reporting System (CARS) for the three most recent years (from January 2013 to December 2015). Crash data along I-95 was collected between MP 21.000 and MP 25.317 including ramp segments and terminals. It was further segregated by interchange: Sample Road (SR 834) from MP 21.000 – MP 22.623; SW 10th Street (SR 869) from MP 22.623 – MP 24.150; and Hillsboro Boulevard (SR 810) from MP 24.150 – MP 25.317. Crash data for Sample Road (between NW 5th Terrace and NE 3rd Avenue), SW 10th Street (between Military Trail and SW Natura Boulevard), and Hillsboro Boulevard (between SW 12th Avenue and SW Natura Boulevard) was also obtained from the FDOT CARS. Historical Crash Maps and statistical summaries are included in **Appendix E**. **Table 3.5** presents the aggregated summary for I-95.

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Table 3.5: Crash Data Summary – 2013-2015

Crash Type	Hillsboro Blvd Interchange			SW 10th Street Interchange			Sample Road Interchange		
	Crashes	Annual Avg	Percent	Crashes	Annual Avg	Percent	Crashes	Annual Avg	Percent
Rear End	393	131	63.2%	269	90	53.6%	308	103	53.8%
Head On	2	1	0.3%	2	1	0.4%	6	2	1.0%
Angle/Left/Right Turns	17	6	2.7%	23	8	4.6%	21	7	3.7%
Sideswipe	71	24	11.4%	79	26	15.7%	94	31	16.4%
Peds & Bicycle	1	0	0.2%	2	1	0.4%	0	0	0.0%
Fixed Object	69	23	11.1%	74	25	14.7%	64	21	11.2%
Others	69	23	11.1%	53	18	10.6%	79	26	13.8%
Total Crashes	622	207	100.0%	502	167	100.0%	572	191	100.0%
PDO Crashes	386	129	62.1%	317	106	63.1%	366	122	64.0%
Injury Crashes	234	78	37.6%	184	61	36.7%	205	68	35.8%
Fatal Crashes	2	1	0.3%	1	0	0.2%	1	0	0.2%
Daylight	445	148	71.5%	324	108	64.5%	396	132	69.2%
Dark	152	51	24.4%	153	51	30.5%	148	49	25.9%
Dawn/Dusk	25	8	4.0%	24	8	4.8%	28	9	4.9%
Unknown	0	0	0.0%	1	0	0.2%	0	0	0.0%
Dry	457	152	73.5%	365	122	72.7%	426	142	74.5%
Wet	165	55	26.5%	136	45	27.1%	146	49	25.5%
Others	0	0	0.0%	1	0	0.2%	0	0	0.0%
Contributing Causes	Hillsboro Blvd Interchange			SW 10th Street Interchange			Sample Road Interchange		
	Crashes	Annual Avg	Percent	Crashes	Annual Avg	Percent	Crashes	Annual Avg	Percent
No Contributing Action	64	21	10.3%	69	23	13.7%	90	30	15.7%
Careless Driving	319	106	51.3%	226	75	45.0%	249	83	43.5%
Failed to Yield ROW	5	2	0.8%	4	1	0.8%	5	2	0.9%
Improper Turn	1	0	0.2%	1	0	0.2%	0	0	0.0%
Drove Too Fast for Conditions	32	11	5.1%	16	5	3.2%	18	6	3.1%
Others	201	67	32.3%	186	62	37.1%	210	70	36.7%

Of the 1,696 reported crashes from 2013 through 2015, 970 (57%) were rear end crashes followed by 244 (14%) side-swipe crashes and 207 (12%) crashes involving fixed objects. Based on crash severity, of the 1,696 reported crashes, 1,069 (63%) were property damage only crashes, 623 (37%) were injury type crashes, and 4 (0%) were fatal crashes. There were a total of 530 (31%) night/dusk/dawn crashes reported, which is lower than the statewide average for all roadways of 34 percent; and 447 (26%) of the total crashes occurred under wet/slippery pavement conditions, which is higher than the statewide average for all roadways of 13 percent. Among the contributing causes documented in the crash data, Careless Driving (794 - 49%) and All Other (597 – 35%) were among the highest. There were 3 crashes involving pedestrians and bicycles. These types of crashes are atypical since pedestrians and bicycles are not allowed in access controlled facilities. It is important to note that the percentages for the major crash types and the contributing factors are almost similar across the three interchanges.

A High Crash Location List review was also conducted. The high crash location lists were obtained from FDOT District 4 Traffic Operations. The data was extracted from CARS, which uses crash coefficient levels over 99.95 % and crash rates over 1.00 to establish and rank high crash locations. The high crash locations within the 3-year analysis period for I-95 and Arterials based on the lists provided by FDOT are depicted on **Figure 3.8**. These locations are listed below and the years are identified within the parentheses.

High Crash Spots along I-95 from Sample Road to Hillsboro Boulevard (2013-2015)

- MP 21.280 – NB I-95 Off-Ramp to EB & WB Sample Road (2014)
- MP 21.330 - SB I-95 On-Ramp from EB Sample Road (2013, 2014)
- MP 21.522 – NB I-95 On-Ramp from EB Sample Road (2014)
- MP 21.910 – NB I-95 On-Ramp from WB Sample Road (2014, 2015)
- MP 24.400 – SB I-95 On-Ramp from EB Hillsboro Boulevard (2013, 2014, 2015)
- MP 24.711 – SB I-95 On-Ramp from WB Hillsboro Boulevard (2013, 2014, 2015)
- MP 24.732 – NB I-95 Off-Ramp to WB Hillsboro Boulevard (2013, 2015)

High Crash Spots along SW 10th Street from Military Trail to Natura Boulevard (2013-2015)

- MP 1.427 – at Military Trail (2013, 2014, 2015)
- MP 1.955 – at WB exit to SB I-95 (2013)
- MP 2.01 – at Natura Boulevard (2013, 2015)

High Crash Spots along Sample Road from NW 5th Terrace to NE 3rd Avenue (2013-2015)

- MP 7.410 – at NW 5th Terrace (2013, 2014, 2015)
- MP 7.443 – at the Driveway between NW 5th Terrace and NW 5th Avenue (2013, 2014)
- MP 7.459 – at NW 5th Avenue (2013, 2014)
- MP 7.659 – at SB I-95 Off-Ramp terminal (2015)
- MP 7.911 – east of NB I-95 Off-Ramp terminal (2015)
- MP 8.135 – at NE 3rd Avenue (2013, 2014)

Section 5.7 of this report documents the safety analyses that were conducted using the Highway Safety Manual (HSM) methodology and the traditional Crash Reduction Analysis to determine the benefits of the proposed improvements under the Build alternatives.

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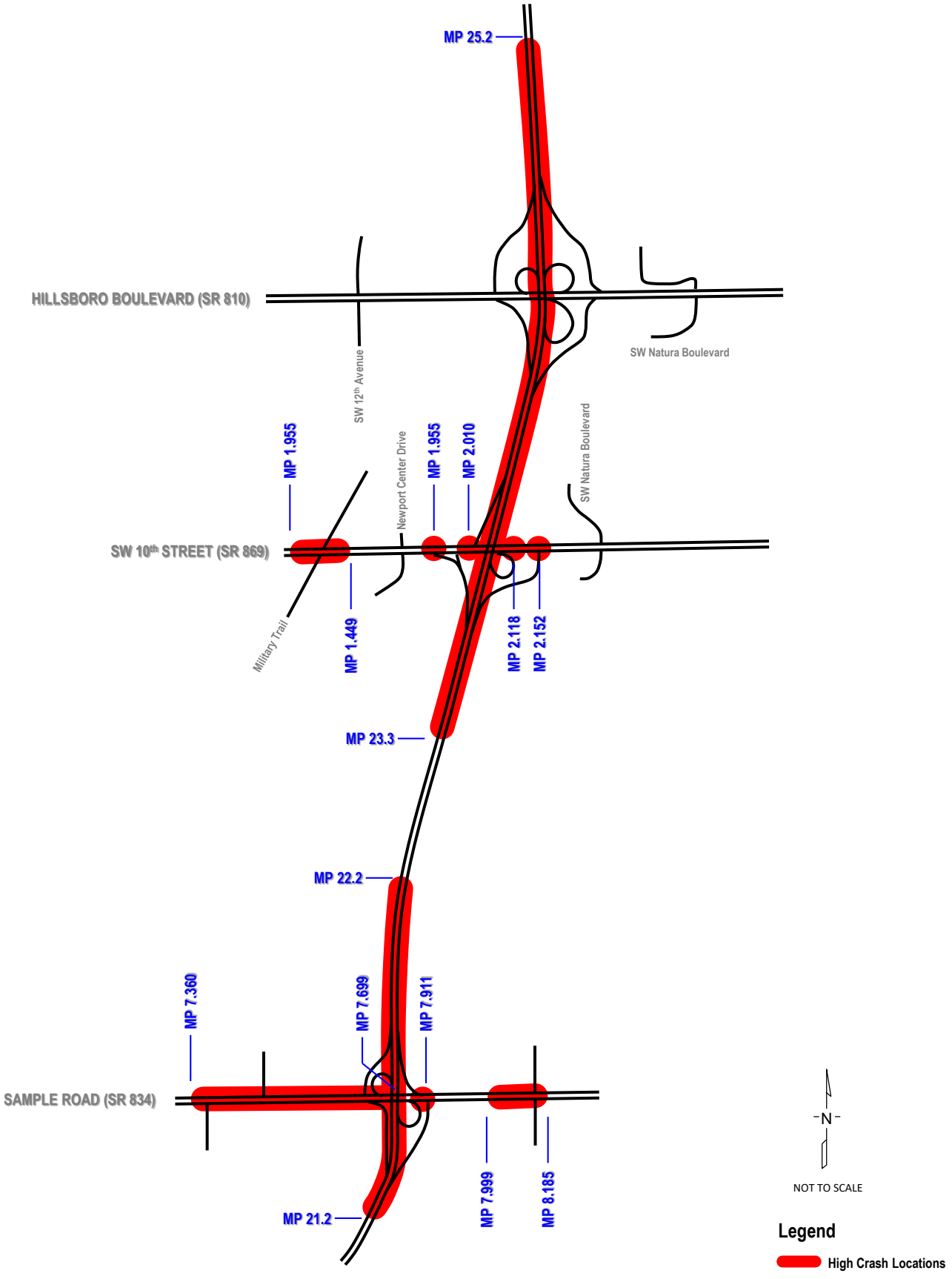
Figure 3.8: FDOT CARS High Crash Locations 2013 – 2015



4 FUTURE NO-BUILD CONDITIONS

4.1 Future Land Use

As previously stated, the three interchanges are located within the City of Deerfield Beach and the City of Pompano Beach. **Figure 4.1** presents the City of Deerfield Beach Future Land Use Map. The City of Pompano Beach Future Land Use Map is presented in **Figure 4.2**. The zoning maps show the following zone classifications for each interchange:

4.1.1 Hillsboro Boulevard Interchange

The City of Deerfield Beach Future Land Use Map shows the northwest quadrant of the Hillsboro Boulevard Interchange as Industrial and Commercial while the northeast quadrant is shown as Industrial, Commercial, Recreation Open Space and Employment Center. The southeast quadrant shows as Commercial, Residential Moderate (10 DU/AC) and Recreation Open Space. The southwest quadrant shows as Commercial, Industrial and the York Residential Transit Oriented Development.

4.1.2 SW 10th Street Interchange

The City of Deerfield Beach Future Land Use Map shows the area west of the SW 10th Street interchange as Industrial. The northeast quadrant of the interchange is shown as Residential Moderate (10 DU/AC), Commercial and Conservation. The southeast quadrant shows as Community Facility, Recreation Open Space, Residential Low (5 DU/AC), Residential Moderate (10 DU/AC), and Residential Medium (15 DU/AC).

4.1.3 Sample Road Interchange

The City of Deerfield Beach Future Land Use Map shows the northwest quadrant of the interchange as Low Density Residential Low (5 DU/AC) and the northeast quadrant as Community Facility, Office Park and Commercial. The City of Pompano Boulevard Future Land Use Map shows the Southeast quadrant as Commercial, Community Facilities and Residential – Low (1-5 DU/AC), Low-Medium (5-10 DU/AC) and Medium (10-16 DU/AC). The Southeast quadrant shows as Commercial and Residential – Medium (10-16 DU/AC) and Medium High (16-25 DU/AC).

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Figure 4.1: Zoning Map – City of Deerfield Beach Future Land Use Map

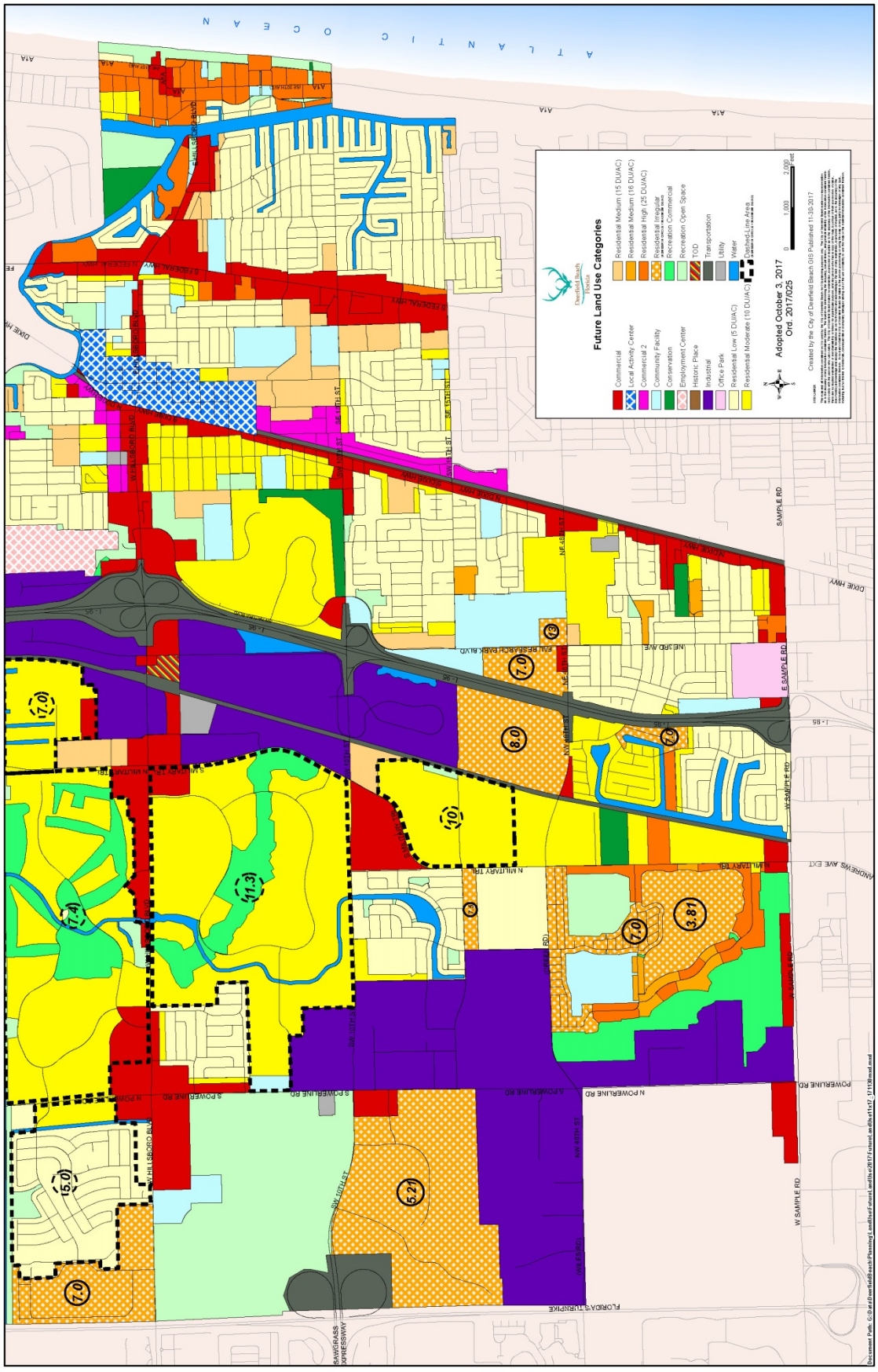
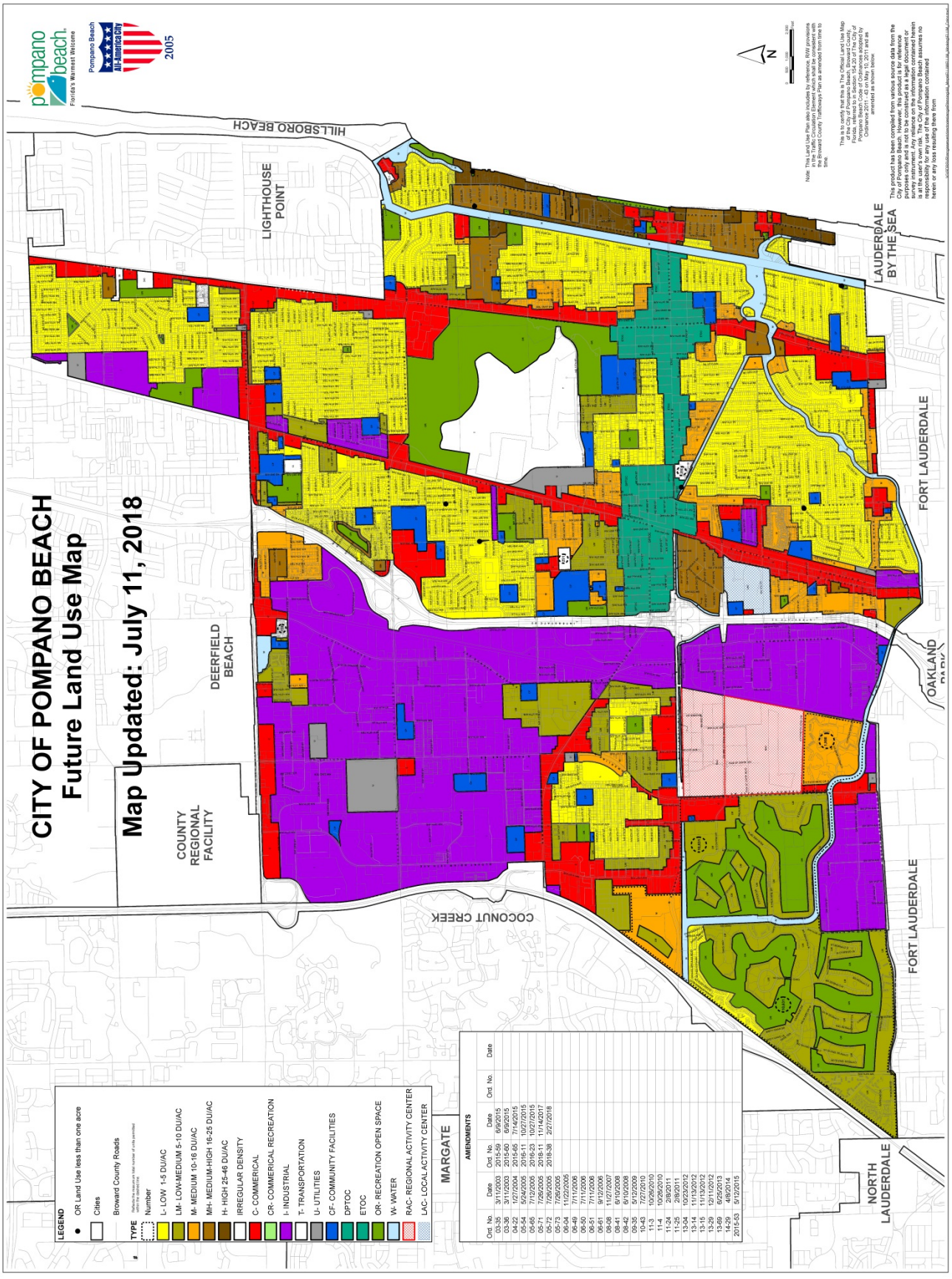


Figure 4.2: Zoning Map – City of Pompano Beach Future Land Use Map



4.2 Land Use Change

No significant future land use changes were identified in the project area. For traffic projection purposes, the base SERPM Version 6.5 model utilizes MPO developed 2005 base year and 2035 LRTP horizon year data; therefore, TAZ data for the 2010 and 2040 analysis years were interpolated/extrapolated from the available 2005 and 2035 data. The interpolated 2010 and extrapolated 2040 TAZ data developed for the I-95 PD&E Study (Stirling Road to Linton Boulevard) was used for this project. The 2040 TAZ data was developed by extrapolation of the MPO-approved 2035 TAZ data, via benchmarking the County Control totals to Bureau of Economic and Business Research (BEBR) projections, consistent with previous revisions of the I-95 Corridor Planning Study (CPS) Model.

4.3 No-Build Alternative – Transportation Network

The future year No-Build Alternative network includes the existing (2015/2016) roadway conditions plus all funded and committed projects within the study corridor as described in Section 1.3-Planned and Programmed Transportation Projects of this SIMR. **Figure 4.3** presents the Future No-Build Alternative Lane Configuration.

4.4 Future Traffic Forecast

As mentioned previously, traffic forecasting was a coordinated effort between FDOT District 4 and the Turnpike. In order to maintain consistency with the on-going SW 10th Street Connector PD&E Study, traffic projections for both the No-Build and Build conditions were obtained from the recently published *SW 10th Street Connector PD&E Study Project Traffic Forecast Memorandum (PTFM)* dated January 2019 (FPID 439891-1). Section 4 of the PTFM provides a detailed description of the modeling methodology and the development of the Directional Design Hour volumes (DDHVs). The complete document is included in **Appendix F**. **Figures 4.4** and **4.5** present the No-Build Traffic Projection Volumes for Opening Year 2020 and Design Year 2040, respectively.

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Figure 4.3: No-Build Roadway and Intersection Lane Configurations

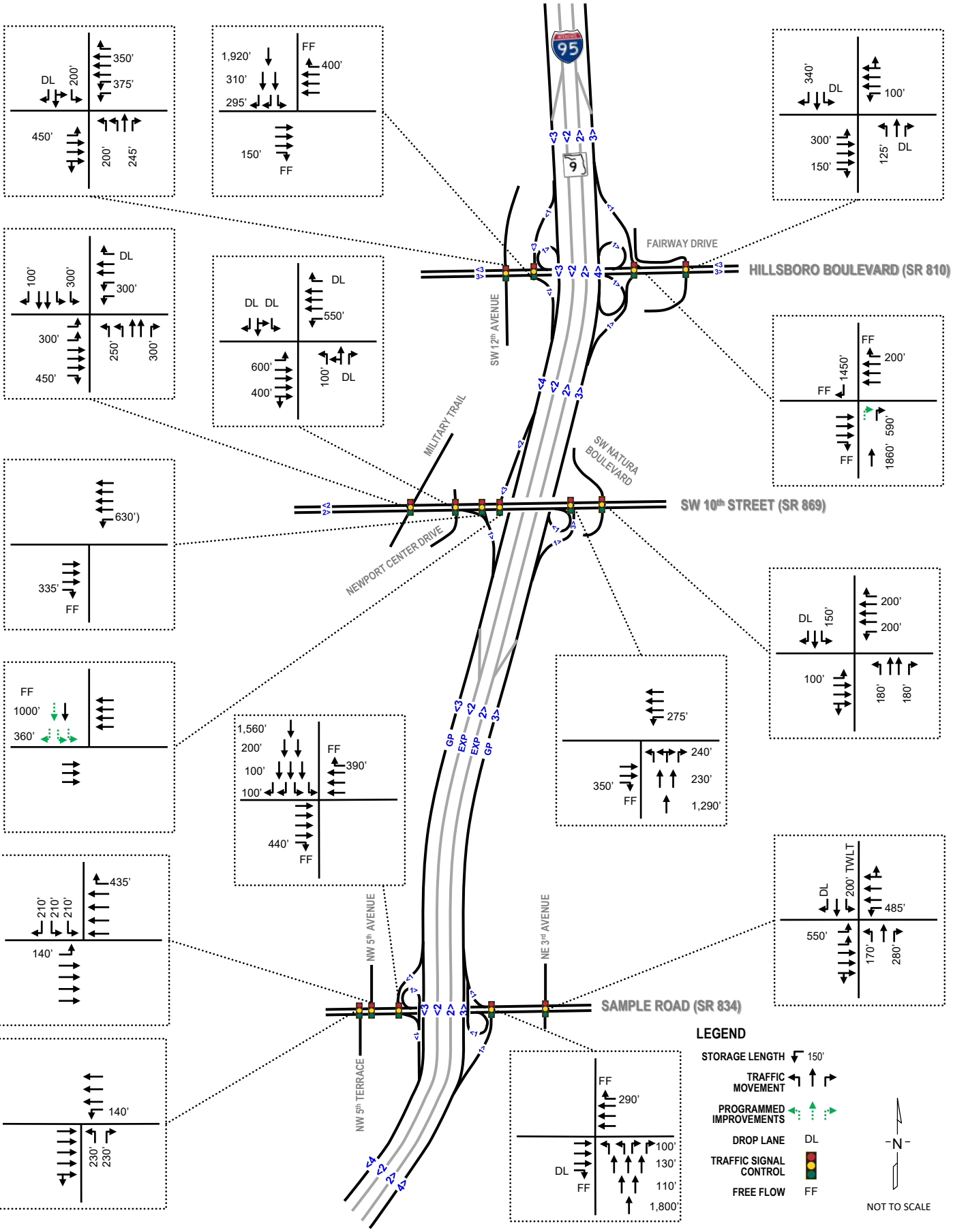


Figure 4.4: 2020 No-Build Volumes

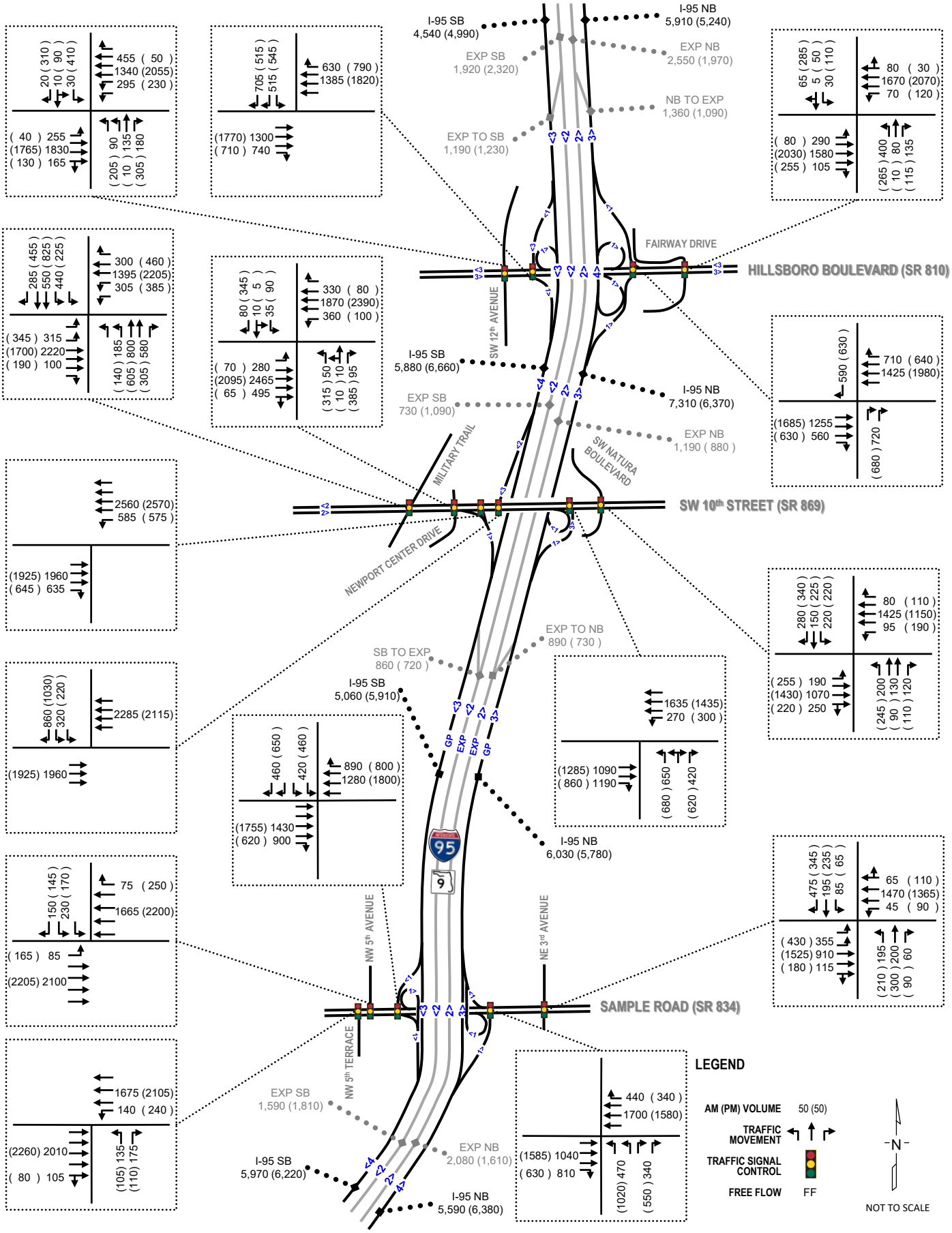
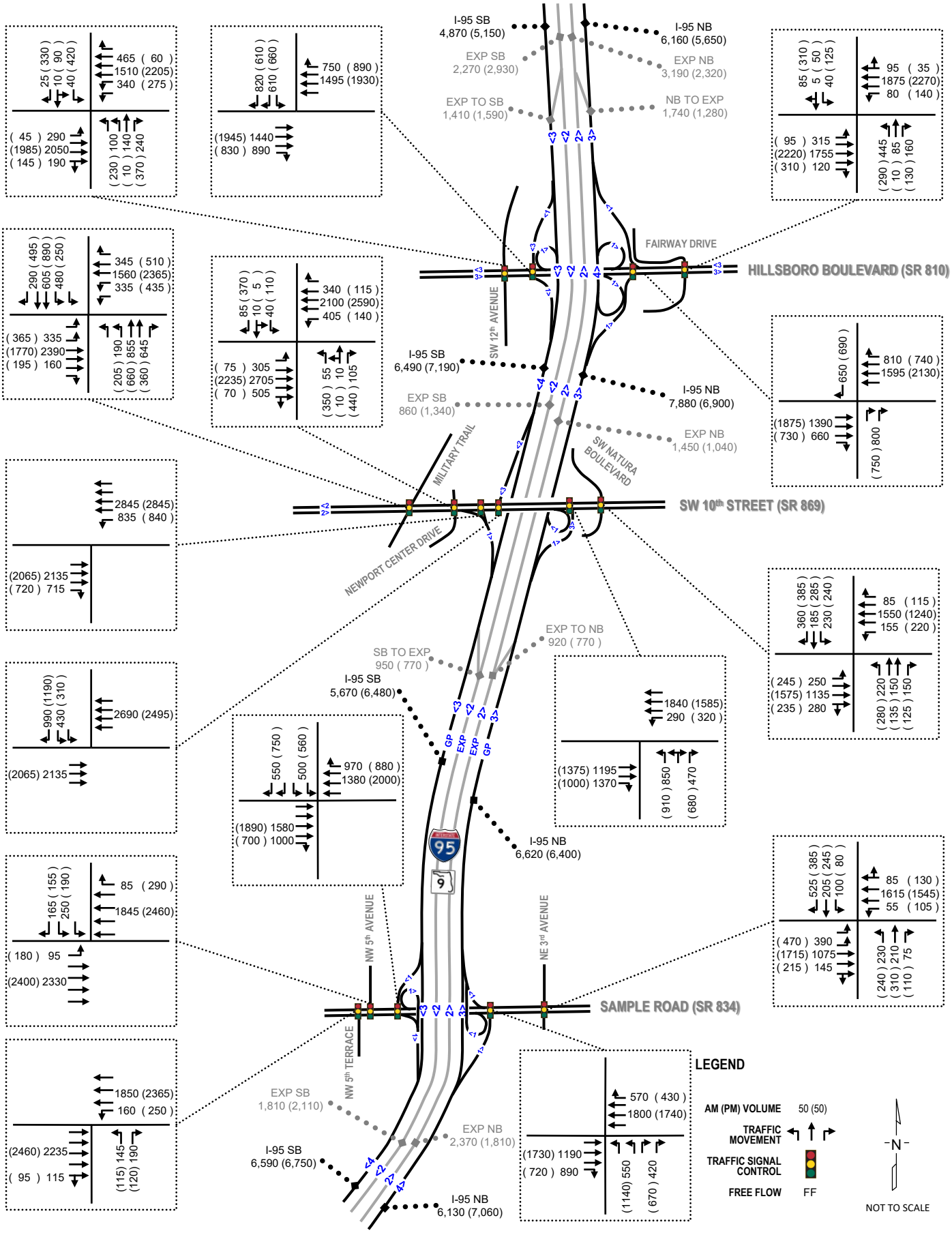


Figure 4.5: 2040 No-Build Volumes



4.4.1 2020 & 2040 No-Build – Freeway Analysis – I-95

The No-Build analysis includes the implementation of I-95 Express Lanes. The mainline/basic, weaving, and ramp merge/diverge analysis results for Opening Year 2020 are summarized and depicted on **Figures 4.6** and **4.7** for the NB and SB directions, respectively. The Design Year 2040 analysis results are summarized and depicted on **Figures** in **4.8** and **4.9** for the NB and SB directions, respectively. Documentation of the 2020 and 2040 No-Build Alternative traffic freeway operational analysis is provided in **Appendix G**. The Design Year 2040 No-Build Alternative analysis indicates that 15 of the 16 freeway segments in the NB direction are projected to operate at LOS E or F during one or both peak hours. Similarly, 9 of the 14 freeway segments in the SB direction are projected to operate at LOS E or F during one or both peak hours.

4.4.2 2020 & 2040 No-Build - Intersection Analysis

Intersection analysis for ramp-terminals and adjacent intersections was performed in a similar manner as for the existing conditions. The No-Build Alternative includes the existing intersection control and lane geometry. **Figure 4.3**, previously presented, presents the No-Build Alternative Lane Configuration and **Figures 4.4** and **4.5**, previously presented, show the AM and PM intersection volumes for 2020 and 2040 conditions, respectively. Signal timing was optimized to reflect routine maintenance operations. **Appendix H** presents the intersection analysis worksheets.

Tables 4.1 through **4.3** summarize the results of the 2020 No-Build signalized intersection analyses for the AM and PM peak hours for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. **Tables 4.4** through **4.6** summarize the results of the 2040 No-Build signalized intersection analyses for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. The results include delays (in seconds per vehicle) and Level of Service (LOS) by movement, approach, and the overall intersection. The volume to capacity (v/c) ratios and 95th percentile queue lengths have also been summarized by movement. The intersection analysis results indicate the following for the 2040 Design Year:

- Hillsboro Boulevard: Two of the three signalized intersections are expected to operate at LOS E during the AM or PM peak hours. The I-95 northbound and southbound off-ramp intersections are expected to operate at LOS C or better during both the AM and PM peak hours.
- SW 10th Street: Three of the six signalized intersections are expected to operate at LOS E or F during one or both peak hours. The I-95 northbound off-ramp approach is expected to operate at LOS F during both peak hours. The I-95 southbound off-ramp approach is expected to operate at LOS C or better during both peak hours.

Figure 4.6: 2020 No-Build Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	5,910 (5,240)	E (35.1)	D (28.8)
Weave - Hillsboro Boulevard WB to I-95 Express Lanes	7,270 (6,330)	F (N/A)	E (39.4)
Basic Freeway	6,560 (5,690)	E (42.4)	D (32.6)
Weave - Entry Hillsboro Blvd EB to Exit Hillsboro Blvd WB	7,150 (6,320)	E (37.3)	D (32.9)
Basic Freeway	6,590 (5,690)	E (42.9)	D (32.6)
Diverge to Hillsboro Boulevard EB	7,310 (6,370)	F (46.2)	E (37.6)
Basic Freeway	7,310 (6,370)	F (55.2)	E (40.0)
Merge from SW 10th Street EB & WB	7,310 (6,370)	F (36.7)	D (31.2)
Basic Freeway	5,850 (5,210)	D (34.2)	D (28.5)
Diverge to SW 10th Street EB & WB	6,920 (6,510)	F (42.4)	E (39.0)
Basic Freeway	6,920 (6,510)	F (47.9)	E (41.8)
Merge from I-95 Express Lanes	6,920 (6,510)	F (42.9)	E (40.8)
Basic Freeway	6,030 (5,780)	E (36.1)	D (33.5)
Merge from Sample Road WB	6,030 (5,780)	E (36.0)	D (33.9)
Basic Freeway	4,780 (4,810)	C (25.4)	C (25.6)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	5,590 (6,380)	C (27.7)	E (35.5)

GPL: General Purpose Lane

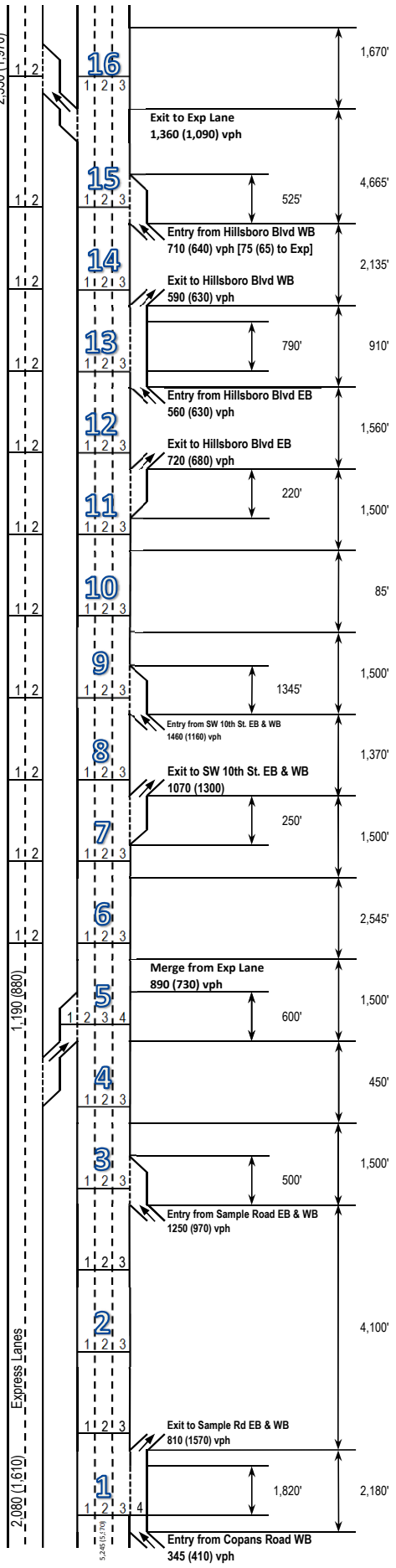
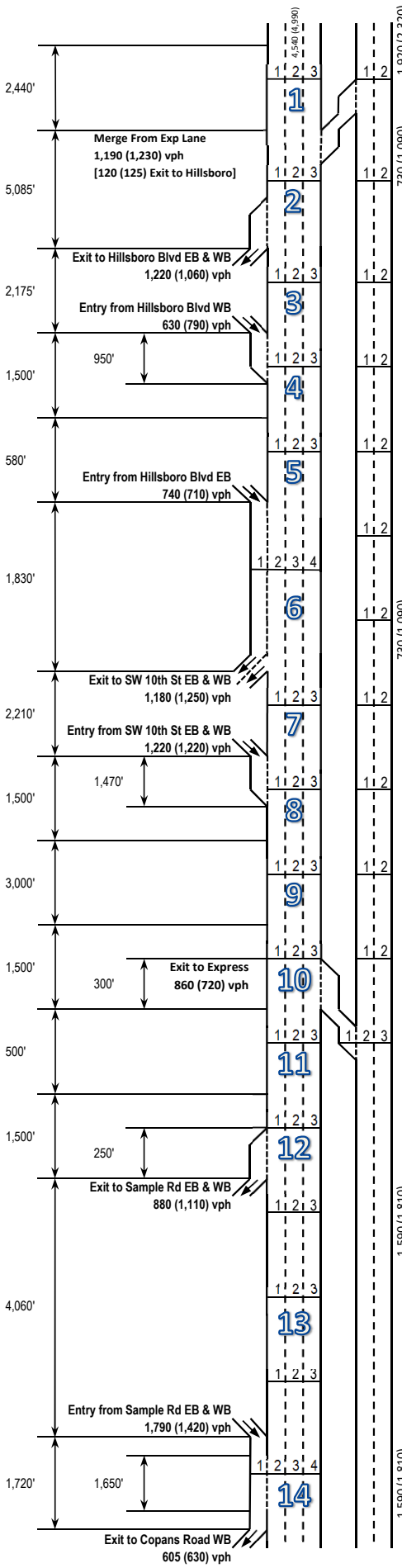


Figure 4.7: 2020 No-Build Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,540 (4,990)	C (23.9)	D (27.1)
Weave I-95 Express Lanes to Hillsboro Boulevard EB & WB	5,730 (6,220)	D (33.7)	E (39.6)
Basic Freeway	4,510 (5,160)	C (23.6)	D (28.2)
Merge from Hillsboro Boulevard WB	5,140 (5,950)	C (27.3)	D (31.9)
Basic Freeway	5,140 (5,950)	D (28.0)	E (35.2)
Weave - Entry Hillsboro Blvd EB to Exit SW 10th Street EB & WB	5,880 (6,660)	C (27.7)	D (31.8)
Basic Freeway	4,700 (5,410)	D (24.8)	D (30.2)
Merge from SW 10th Street EB & WB	5,920 (6,630)	D (30.3)	D (33.5)
Basic Freeway	5,920 (6,630)	D (34.9)	E (43.4)
Diverge to I-95 Express Lanes	5,920 (6,630)	E (37.2)	E (41.1)
Basic Freeway	5,060 (5,910)	D (27.4)	D (34.8)
Diverge to Sample Road EB & WB	5,060 (5,910)	D (34.0)	E (38.1)
Basic Freeway	4,180 (4,800)	C (21.6)	C (25.5)
Weave - Entry Sample Road EB to Exit Copans Road WB	5,970 (6,220)	F (N/A)	D (34.8)

GPL: General Purpose Lane

Figure 4.8: 2040 No-Build Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	6,160 (5,650)	E (37.8)	D (32.3)
Weave - Hillsboro Boulevard WB to I-95 Express Lanes	7,900 (6,930)	F (N/A)	F (N/A)
Basic Freeway	7,090 (6,190)	F (50.9)	E (37.8)
Weave - Entry Hillsboro Blvd EB to Exit Hillsboro Blvd WB	7,740 (6,880)	E (41.9)	E (37.1)
Basic Freeway	7,080 (6,150)	F (50.7)	E (37.4)
Diverge to Hillsboro Boulevard EB	7,880 (6,900)	F (51.5)	F (42.5)
Basic Freeway	7,880 (6,900)	F (70.0)	F (47.6)
Merge from SW 10th Street EB & WB	7,880 (6,900)	F (41.2)	F (34.2)
Basic Freeway	6,220 (5,580)	E (38.2)	D (31.6)
Diverge to SW 10th Street EB & WB	7,540 (7,170)	F (48.1)	F (44.7)
Basic Freeway	7,540 (7,170)	F (60.4)	F (52.4)
Merge from I-95 Express Lanes	7,540 (7,170)	F (47.3)	F (45.6)
Basic Freeway	6,620 (6,400)	E (43.3)	E (40.3)
Merge from Sample Road WB	6,620 (6,400)	E (39.5)	E (37.5)
Basic Freeway	5,160 (5,250)	D (28.2)	D (28.9)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	6,130 (7,060)	D (31.6)	F (N/A)

GPL: General Purpose Lane

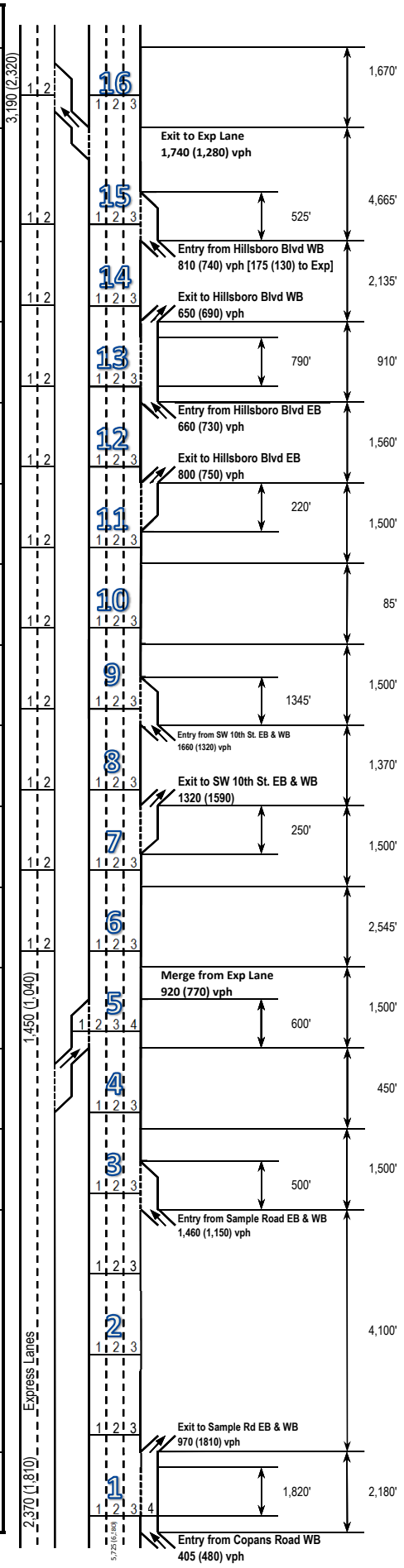
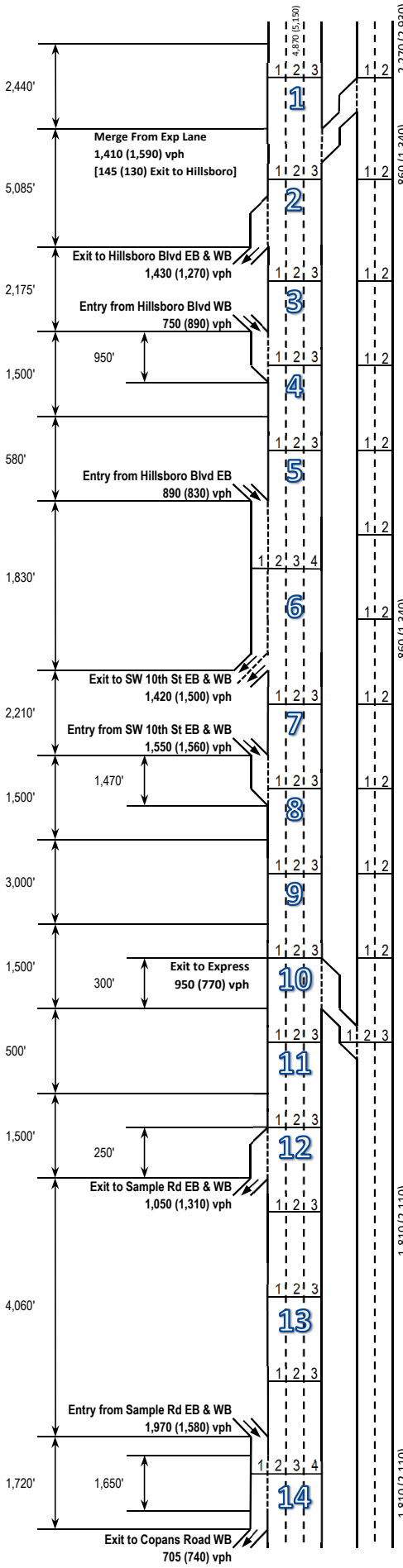


Figure 4.9: 2040 No-Build Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,870 (5,150)	D (26.0)	D (28.1)
Weave I-95 Express Lanes to Hillsboro Boulevard EB & WB	6,280 (6,740)	E (40.5)	F (N/A)
Basic Freeway	4,850 (5,470)	C (25.9)	D (30.7)
Merge from Hillsboro Boulevard WB	5,600 (6,360)	D (30.0)	D (34.2)
Basic Freeway	5,600 (6,360)	D (31.8)	E (39.8)
Weave - Entry Hillsboro Blvd EB to Exit SW 10th Street EB & WB	6,490 (7,190)	F (N/A)	F (N/A)
Basic Freeway	5,070 (5,690)	D (27.5)	D (32.6)
Merge from SW 10th Street EB & WB	6,620 (7,250)	D (34.4)	F (37.2)
Basic Freeway	6,620 (7,250)	E (43.3)	F (54.0)
Diverge to I-95 Express Lanes	5,670 (6,480)	E (41.0)	F (47.1)
Basic Freeway	5,670 (6,480)	D (32.4)	E (41.4)
Diverge to Sample Road EB & WB	5,670 (6,480)	E (37.0)	E (40.8)
Basic Freeway	4,620 (5,170)	C (24.3)	D (28.2)
Weave - Entry Sample Road EB to Exit Copans Road WB	6,590 (6,750)	F (N/A)	F (N/A)

GPL: General Purpose Lane

Table 4.1: 2020 No-Build – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (98.6)	C (22.5)		F (106.1)	B (18.2)	A (5.0)	E (74.6)	F (93.6)	E (59.7)	F (84.5)	F (84.4)	E (56.8)	C (33.8)
			Approach	C (31.1)			C (27.7)			E (74.3)			E (75.2)			
		Volume to Capacity ratio	Movement	0.90	0.68		0.90	0.51	0.40	0.28	0.77	0.12	0.31	0.30	0.01	
		Queue Length 95th (ft)	Movement	#473	723		#290	443	102	85	247	67	63	63	0	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.8)		B (16.7)					E (59.7)		D (50.9)	B (19.3)
			Approach	A (0.4)			B (16.7)						D (54.6)			
		Volume to Capacity ratio	Movement		0.28	0.49		0.51					0.83		0.72	
		Queue Length 95th (ft)	Movement		0	62		515					653		448	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (18.2)			A (0.1)				B (18.5)				B (10.6)
			Approach	B (18.2)			A (0.1)			B (18.5)						
		Volume to Capacity ratio	Movement		0.61			0.30				0.58				
		Queue Length 95th (ft)	Movement		280			m0				230				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (98.1)	B (12.9)	A (8.0)	F (86.8)	C (31.2)		F (414.1)	E (71.2)	E (68.5)	F (82.6)	F (83.3)	F (83.2)	E (66.4)
			Approach	C (25.2)			C (33.3)			F (293.5)			F (83.0)			
		Volume to Capacity ratio	Movement	0.96	0.51	0.07	0.61	0.69		1.73	0.35	0.09	0.40	0.07	0.05	
		Queue Length 95th (ft)	Movement	#570	386	9	150	630		#924	160	72	70	22	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (55.5)	C (32.4)		F (212.0)	C (25.8)	A (0.0)	D (54.6)	D (48.8)	F (155.2)	E (63.2)	E (63.9)	D (40.9)	D (48.0)
			Approach	C (32.9)			D (43.6)			F (113.5)			D (54.9)			
		Volume to Capacity ratio	Movement	0.42	0.86		1.25	0.93	0.03	0.64	0.06	1.14	0.84	0.84	0.52	
		Queue Length 95th (ft)	Movement	72	#701		m#213	#784	m0	124	26	#324	306	313	146	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.5)		B (16.3)					D (43.4)		C (28.7)	B (12.7)
			Approach	A (0.2)			B (16.3)						D (36.2)			
		Volume to Capacity ratio	Movement		0.38	0.47		0.72					0.85		0.51	
		Queue Length 95th (ft)	Movement		0	m0		402					499		213	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (16.0)			A (0.2)				B (17.5)				A (9.0)
			Approach	B (16.0)			A (0.2)			B (17.5)						
		Volume to Capacity ratio	Movement		0.76			0.42				0.68				
		Queue Length 95th (ft)	Movement		275			m0				177				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (84.3)	B (16.8)	B (10.2)	F (136.9)	C (21.5)		F (149.6)	D (44.2)	D (44.5)	D (42.5)	D (44.5)	E (62.2)	C (32.2)
			Approach	B (18.4)			C (27.7)			F (115.9)			E (55.3)			
		Volume to Capacity ratio	Movement	0.81	0.77	0.24	1.01	0.78		1.14	0.04	0.08	0.44	0.19	0.78	
		Queue Length 95th (ft)	Movement	m#103	540	m120	#234	660		#294	23	36	116	68	215	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 4.2: 2020 No-Build - SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (179.1)	F (99.2)	C (25.5)	F (171.3)	D (52.7)	C (26.1)	E (71.0)	E (74.7)	F (166.2)	F (237.6)	D (48.8)	D (44.9)	F (97.1)
			Approach	F (106.0)			E (66.8)			F (108.1)			F (113.0)			
		Volume to Capacity ratio	Movement	1.18	1.11	0.07	1.20	1.01	0.33	0.67	0.96	1.20	1.34	0.62	0.39	
		Queue Length 95th (ft)	Movement	#310	#1069	0	#301	#934	138	144	#578	#819	#429	339	197	
	East Newport Center Drive	LOS (Delay)	Movement	D (54.9)	B (11.8)		F (95.7)	B (14.2)	A (6.2)	E (72.4)	E (72.5)	E (69.5)	E (71.7)	E (71.4)	E (69.4)	C (21.9)
			Approach	B (15.5)			C (24.6)			E (70.6)			E (70.2)			
		Volume to Capacity ratio	Movement	0.82	0.95		0.91	0.67	0.27	0.48	0.49	0.07	0.40	0.38	0.08	
		Queue Length 95th (ft)	Movement	m195	m285		#548	635	21	#77	#78	54	60	62	31	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		B (15.5)	A (0.3)	E (60.5)	A (0.2)								B (11.6)
			Approach	B (11.8)			B (11.4)									
		Volume to Capacity ratio	Movement		0.76	0.44	1.00	0.43								
		Queue Length 95th (ft)	Movement		m335	m0	#675	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (12.4)			C (20.3)					E (55.2)		A (1.6)	B (16.6)
			Approach	B (12.4)			C (20.3)						B (16.2)			
		Volume to Capacity ratio	Movement		0.63			0.58					0.53		0.58	
		Queue Length 95th (ft)	Movement		179			289					159		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		D (41.3)	A (3.9)	D (44.9)	B (18.0)		E (59.0)		E (76.0)				C (30.5)
			Approach	C (21.8)			C (21.8)			E (64.3)						
		Volume to Capacity ratio	Movement		0.94	0.82	0.66	0.63		0.85		0.90				
		Queue Length 95th (ft)	Movement		686	1090	m377	410		468		#586				
	FAU Research Park Boulevard	LOS (Delay)	Movement	C (26.8)	C (22.4)		B (12.6)	C (22.2)	B (14.0)	D (35.6)	C (31.9)	C (30.7)	C (27.8)	D (36.2)	C (31.4)	C (24.7)
			Approach	C (22.9)			C (21.2)			C (33.3)			C (31.3)			
		Volume to Capacity ratio	Movement	0.74	0.66		0.44	0.76	0.05	0.74	0.40	0.08	0.68	0.67	0.52	
		Queue Length 95th (ft)	Movement	m98	440		44	285	0	#157	59	4	147	131	#136	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (182.9)	C (34.3)	C (21.4)	D (53.7)	F (174.3)	C (25.9)	E (74.4)	F (95.2)	D (48.1)	F (143.1)	F (216.0)	F (119.5)	F (113.5)
			Approach	E (56.2)			F (136.7)			F (787.7)			F (175.9)			
		Volume to Capacity ratio	Movement	1.22	0.81	0.13	0.79	1.32	0.48	0.76	1.02	0.42	1.08	1.34	1.05	
		Queue Length 95th (ft)	Movement	#302	542	47	m177	m#1421	m137	#119	#433	160	#206	#650	#505	
	East Newport Center Drive	LOS (Delay)	Movement	D (46.8)	B (10.8)		E (75.7)	D (35.6)	A (6.6)	E (61.8)	E (60.2)	F (154.0)	D (50.6)	D (50.6)	F (163.6)	D (43.7)
			Approach	B (11.9)			D (36.3)			F (111.4)			F (139.3)			
		Volume to Capacity ratio	Movement	0.63	0.80		0.60	0.98	0.06	0.73	0.71	1.13	0.23	0.23	1.14	
		Queue Length 95th (ft)	Movement	m38	m211		159	#919	1	#260	#253	#461	85	85	#408	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		B (13.8)	A (0.5)	F (97.6)	A (0.2)								B (14.6)
			Approach	B (10.5)			B (18.0)									
		Volume to Capacity ratio	Movement		0.71	0.44	1.10	0.44								
		Queue Length 95th (ft)	Movement		m181	m11	#615	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.4)			C (29.5)					D (43.5)		A (2.7)	B (17.6)
			Approach	A (9.4)			C (29.5)						A (9.9)			
		Volume to Capacity ratio	Movement		0.66			0.58					0.33		0.71	
		Queue Length 95th (ft)	Movement		144			m374					66		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		E (76.0)	A (1.3)	E (68.3)	B (13.8)		E (61.1)		F (92.3)				D (44.6)
			Approach	D (46.0)			C (23.2)			E (70.9)						
		Volume to Capacity ratio	Movement		1.08	0.59	0.94	0.61		0.95		1.02				
		Queue Length 95th (ft)	Movement		#791	110	m#442	157		#542		#664				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (41.5)	B (10.6)		D (55.0)	C (30.9)	C (23.3)	E (67.9)	D (46.4)	D (45.7)	D (42.3)	E (73.5)	E (55.9)	C (32.1)
			Approach	B (14.7)			C (33.4)			E (58.0)			E (57.1)			
		Volume to Capacity ratio	Movement	0.76	0.78		0.84	0.59	0.08	0.90	0.17	0.08	0.60	0.85	0.64	
		Queue Length 95th (ft)	Movement	m145	m287		#249	375	9	#306	64	7	230	#319	#223	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 4.3: 2020 No-Build – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.2)		D (53.4)	A (1.2)		E (56.6)		D (46.9)				B (14.0)
			Approach		B (16.2)			A (5.2)			D (51.1)					
		Volume to Capacity ratio	Movement		0.54		0.64	0.48		0.67		0.12				
		Queue Length 95th (ft)	Movement		325		#155	27		170		64				
	NW 5th Avenue	LOS (Delay)	Movement	D (49.6)	A (2.0)			A (9.3)	A (5.8)				D (51.2)		D (47.0)	A (10.0)
			Approach		A (3.8)			A (9.1)						D (49.6)		
		Volume to Capacity ratio	Movement	0.70	0.47			0.45	0.05				0.59		0.13	
		Queue Length 95th (ft)	Movement	#153	43			250	m6				130		64	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (5.2)	A (1.5)		A (7.6)					B (20.0)		C (23.7)	A (8.4)
			Approach		A (3.8)			A (7.6)						C (21.9)		
		Volume to Capacity ratio	Movement		0.43	0.60		0.48					0.52		0.70	
		Queue Length 95th (ft)	Movement		124	360		156					108		138	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (5.1)			A (4.8)	A (0.2)	C (22.1)		C (21.3)				A (7.8)
			Approach		A (5.1)			A (3.9)			C (21.8)					
		Volume to Capacity ratio	Movement		0.38			0.62	0.29	0.63		0.56				
		Queue Length 95th (ft)	Movement		56			141	m0	124		104				
	NE 3rd Avenue	LOS (Delay)	Movement	E (58.0)	B (18.6)		E (56.3)	D (38.8)		D (38.8)	D (37.7)	C (33.4)	C (32.9)	D (39.3)	E (70.7)	D (39.1)
			Approach		C (28.7)			D (39.3)			D (37.6)			E (58.4)		
		Volume to Capacity ratio	Movement	0.85	0.48		0.49	0.85		0.66	0.45	0.04	0.29	0.47	0.92	
		Queue Length 95th (ft)	Movement	#229	279		79	#558		177	208	0	83	208	#438	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (18.4)		E (72.6)	A (1.3)		E (62.8)		D (53.2)				B (15.4)
			Approach		B (18.4)			A (8.6)			E (57.9)					
		Volume to Capacity ratio	Movement		0.60		0.87	0.57		0.65		0.08				
		Queue Length 95th (ft)	Movement		395		#360	27		152		57				
	NW 5th Avenue	LOS (Delay)	Movement	E (55.4)	A (1.6)			B (11.9)	A (10.0)				E (56.7)		D (53.4)	B (11.4)
			Approach		A (5.3)			B (11.7)						E (55.2)		
		Volume to Capacity ratio	Movement	0.82	0.48			0.61	0.17				0.54		0.10	
		Queue Length 95th (ft)	Movement	#278	35			336	m34				112		64	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (13.3)	A (0.7)		B (14.7)					B (18.5)		C (26.3)	B (14.4)
			Approach		B (10.1)			B (14.7)						C (23.1)		
		Volume to Capacity ratio	Movement		0.57	0.41		0.73					0.46		0.81	
		Queue Length 95th (ft)	Movement		357	18		330					116		#211	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (12.5)			B (13.3)	A (0.2)	D (39.5)		C (31.4)				B (19.3)
			Approach		B (12.5)			B (11.0)			D (36.7)					
		Volume to Capacity ratio	Movement		0.64			0.64	0.23	0.81		0.54				
		Queue Length 95th (ft)	Movement		239			m194	m0	451		248				
	NE 3rd Avenue	LOS (Delay)	Movement	E (73.7)	C (23.3)		E (76.7)	D (35.9)		F (81.4)	D (53.4)	D (39.0)	D (43.3)	E (57.5)	D (52.2)	D (40.9)
			Approach		C (33.4)			D (38.2)			E (61.4)			D (53.2)		
		Volume to Capacity ratio	Movement	0.86	0.75		0.74	0.77		0.94	0.76	0.06	0.43	0.74	0.63	
		Queue Length 95th (ft)	Movement	#288	390		#171	#542		#210	342	0	74	279	223	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 4.4: 2040 No-Build – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (113.9)	C (26.3)		F (128.0)	C (21.7)	B (15.0)	E (74.4)	F (93.9)	E (61.4)	F (84.5)	F (84.4)	E (55.3)	D (40.0)
			Approach	D (36.3)			D (36.0)			E (73.6)			E (74.7)			
		Volume to Capacity ratio	Movement	0.97	0.77		1.02	0.59	0.42	0.30	0.77	0.30	0.36	0.35	0.02	
		Queue Length 95th (ft)	Movement	#583	914		#356	325	95	93	255	140	72	72	1	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (1.1)		C (26.1)					D (52.9)		D (43.6)	C (20.4)
			Approach	A (0.5)			C (26.1)						D (47.6)			
		Volume to Capacity ratio	Movement		0.31	0.59		0.62					0.84		0.71	
		Queue Length 95th (ft)	Movement		0	197		534					719		473	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (13.1)			A (0.1)				C (27.4)				B (10.5)
			Approach	B (13.1)			A (0.1)			C (27.4)						
		Volume to Capacity ratio	Movement		0.58			0.34				0.77				
		Queue Length 95th (ft)	Movement		319			m0				268				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (136.8)	B (14.1)	A (4.2)	F (88.4)	C (32.7)		F (532.4)	E (72.4)	E (69.5)	F (84.2)	F (83.3)	F (83.3)	F (80.0)
			Approach	C (31.2)			C (34.9)			F (368.6)			F (83.6)			
		Volume to Capacity ratio	Movement	1.07	0.57	0.08	0.64	0.76		1.99	0.39	0.11	0.52	0.07	0.06	
		Queue Length 95th (ft)	Movement	#653	449	8	167	739		#1063	169	79	85	22	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (69.3)	D (39.8)		F (228.0)	C (22.0)	A (0.3)	E (65.3)	E (56.5)	F (246.5)	F (84.7)	F (85.6)	E (65.3)	E (60.2)
			Approach	D (40.4)			D (43.8)			F (175.0)			E (77.4)			
		Volume to Capacity ratio	Movement	0.56	0.92		1.29	0.91	0.04	0.70	0.06	1.36	0.91	0.91	0.81	
		Queue Length 95th (ft)	Movement	#98	#897		m#254	#900	m0	157	29	#516	#415	#425	#333	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.5)		C (25.0)					D (50.4)		C (29.3)	B (16.7)
			Approach	A (0.2)			C (25.0)						D (40.3)			
		Volume to Capacity ratio	Movement		0.42	0.55		0.83					0.90		0.53	
		Queue Length 95th (ft)	Movement		m0	m0		586					733		286	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (15.2)			A (0.1)				C (24.1)				A (9.8)
			Approach	B (15.2)			A (0.1)			C (24.1)						
		Volume to Capacity ratio	Movement		0.73			0.46				0.78				
		Queue Length 95th (ft)	Movement		273			m0				228				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (115.6)	C (23.0)	B (11.9)	F (136.9)	C (28.7)		F (131.4)	D (48.5)	D (49.1)	D (46.9)	D (48.9)	E (73.9)	D (38.0)
			Approach	C (25.0)			C (34.9)			F (104.6)			E (64.4)			
		Volume to Capacity ratio	Movement	0.92	0.86	0.32	1.00	0.86		1.08	0.03	0.10	0.43	0.16	0.84	
		Queue Length 95th (ft)	Movement	m#160	#919	200	#290	#954		#351	25	56	144	75	291	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 4.5: 2040 No-Build - SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (326.4)	F (148.6)	C (25.4)	F (294.3)	F (112.6)	D (48.0)	E (64.9)	E (68.2)	F (187.4)	F (332.8)	D (46.3)	D (41.1)	F (140.5)
			Approach	F (162.4)			F (129.8)			F (113.3)			F (145.2)			
		Volume to Capacity ratio	Movement	1.54	1.23	0.11	1.47	1.15	0.39	0.65	0.95	1.27	1.57	0.66	0.38	
		Queue Length 95th (ft)	Movement	#342	#1151	37	#337	#1071	213	138	#574	#877	#462	352	178	
	East Newport Center Drive	LOS (Delay)	Movement	E (60.2)	C (32.8)		F (114.4)	B (18.1)	A (6.5)	E (67.4)	E (67.4)	E (64.5)	E (66.8)	E (66.4)	E (64.4)	C (34.5)
			Approach	D (35.2)			C (30.4)			E (65.6)			E (65.2)			
		Volume to Capacity ratio	Movement	0.90	1.05		1.04	0.77	0.28	0.49	0.49	0.07	0.42	0.39	0.08	
		Queue Length 95th (ft)	Movement	m191	m222		#639	666	11	#80	#80	11	61	61	0	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		B (14.6)	A (0.1)	F (156.0)	A (0.2)								C (24.8)
			Approach	B (11.0)			D (35.6)									
		Volume to Capacity ratio	Movement		0.91	0.49	1.26	0.48								
		Queue Length 95th (ft)	Movement		m345	m0	#1253	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (16.0)			B (17.1)					E (68.2)		A (2.4)	B (17.9)
			Approach	B (16.0)			B (17.1)						C (22.3)			
		Volume to Capacity ratio	Movement		0.67			0.67					0.85		0.68	
		Queue Length 95th (ft)	Movement		256			m311					#241		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		F (129.3)	A (9.6)	D (35.4)	B (18.3)		F (94.3)		F (132.9)				E (58.5)
			Approach	E (65.4)			C (20.6)			F (106.3)						
		Volume to Capacity ratio	Movement		1.18	0.94	0.61	0.72		1.05		1.12				
		Queue Length 95th (ft)	Movement		#850	#1270	m239	458		#638		#748				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (46.8)	C (26.7)		B (14.9)	C (22.7)	B (13.0)	E (57.5)	C (29.2)	C (28.1)	C (34.7)	D (41.2)	D (50.1)	C (30.1)
			Approach	C (29.8)			C (21.6)			D (40.8)			D (43.4)			
		Volume to Capacity ratio	Movement	1.00	0.75		0.62	0.83	0.06	0.90	0.41	0.10	0.78	0.77	0.83	
		Queue Length 95th (ft)	Movement	m118	m351		#90	293	0	#200	62	16	#144	#178	#217	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (210.5)	D (38.7)	C (21.7)	D (43.0)	F (236.6)	B (13.3)	F (124.7)	F (124.7)	D (45.7)	F (144.3)	F (260.4)	F (152.3)	F (141.4)
			Approach	E (64.2)			F (176.8)			F (101.5)			F (209.9)			
		Volume to Capacity ratio	Movement	1.30	0.90	0.13	0.84	1.46	0.54	1.03	1.13	0.50	1.11	1.45	1.16	
		Queue Length 95th (ft)	Movement	#304	574	42	m165	m#1381	m124	#177	#461	178	#212	#668	#534	
	East Newport Center Drive	LOS (Delay)	Movement	E (55.7)	B (12.6)		F (80.9)	E (58.3)	A (5.2)	E (61.0)	E (61.9)	F (214.6)	D (49.7)	D (49.7)	F (273.9)	E (64.5)
			Approach	B (13.9)			E (57.3)			F (145.7)			F (220.7)			
		Volume to Capacity ratio	Movement	0.62	0.86		0.78	1.06	0.09	0.77	0.78	1.30	0.34	0.34	1.42	
		Queue Length 95th (ft)	Movement	m30	m406		#222	#979	2	#272	#278	#517	94	96	#430	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		B (14.7)	A (0.5)	F (237.2)	A (0.2)								D (35.6)
			Approach	B (11.0)			D (54.2)									
		Volume to Capacity ratio	Movement		0.83	0.49	1.45	0.48								
		Queue Length 95th (ft)	Movement		m256	m17	#1169	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.1)			C (20.2)					D (48.0)		A (4.8)	B (14.8)
			Approach	A (9.1)			C (20.2)						B (13.7)			
		Volume to Capacity ratio	Movement		0.67			0.65					0.61		0.82	
		Queue Length 95th (ft)	Movement		173			m283					133		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		F (174.6)	A (1.9)	D (50.4)	B (16.5)		F (109.1)		F (148.9)				F (81.3)
			Approach	F (101.9)			C (22.2)			F (121.5)						
		Volume to Capacity ratio	Movement		1.32	0.69	0.89	0.71		1.12		1.20				
		Queue Length 95th (ft)	Movement		#864	150	M#371	m208		#681		#792				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (45.6)	B (10.5)		F (82.3)	C (32.8)	C (23.6)	F (105.6)	D (41.8)	D (40.7)	D (36.6)	F (84.4)	F (88.4)	D (38.8)
			Approach	B (14.7)			D (39.0)			E (74.6)			E (71.8)			
		Volume to Capacity ratio	Movement	0.83	0.92		0.97	0.69	0.08	1.06	0.23	0.09	0.61	0.95	0.93	
		Queue Length 95th (ft)	Movement	m110	m167		#303	379	34	#392	83	51	230	#414	#390	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 4.6: 2040 No-Build – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.9)		E (70.6)	A (1.5)		E (57.1)		D (46.4)				B (15.1)
			Approach		B (16.9)			A (7.0)			D (51.0)					
		Volume to Capacity ratio	Movement		0.60		0.79	0.53		0.69		0.13				
		Queue Length 95th (ft)	Movement		377		#237	32		181		65				
	NW 5th Avenue	LOS (Delay)	Movement	E (58.5)	A (2.2)			B (10.3)	A (4.9)				D (51.2)		D (47.0)	B (10.6)
			Approach		A (4.4)			B (10.1)						D (49.5)		
		Volume to Capacity ratio	Movement	0.78	0.53			0.50	0.06				0.61		0.22	
		Queue Length 95th (ft)	Movement	m#174	46			298	m6				140		82	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (6.2)	A (2.0)		A (7.9)					C (20.2)		C (26.7)	A (9.4)
			Approach		A (4.6)			A (7.9)						C (23.6)		
		Volume to Capacity ratio	Movement		0.48	0.67		0.53					0.59		0.80	
		Queue Length 95th (ft)	Movement		159	486		168					127		#189	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (6.7)			A (7.1)	A (0.2)	C (22.6)		C (22.1)				A (9.3)
			Approach		A (6.7)			A (5.5)			C (22.4)					
		Volume to Capacity ratio	Movement		0.45			0.68	0.38	0.68		0.64				
		Queue Length 95th (ft)	Movement		97			m160	m0	143		126				
	NE 3rd Avenue	LOS (Delay)	Movement	F (86.0)	C (21.2)		E (58.0)	E (60.4)		D (42.9)	D (36.1)	C (31.9)	C (29.6)	D (36.1)	F (101.3)	D (52.8)
			Approach		D (36.9)			E (60.3)			D (38.5)			E (76.5)		
		Volume to Capacity ratio	Movement	0.85	0.48		0.49	0.85		0.66	0.45	0.04	0.29	0.47	0.92	
		Queue Length 95th (ft)	Movement	#281	307		91	#645		#224	225	0	98	219	#604	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.7)		F (161.1)	A (1.6)		E (57.4)		D (48.2)				B (18.3)
			Approach		B (16.7)			B (16.8)			D (52.7)					
		Volume to Capacity ratio	Movement		0.63		1.15	0.66		0.65		0.08				
		Queue Length 95th (ft)	Movement		405		#413	33		152		56				
	NW 5th Avenue	LOS (Delay)	Movement	F (129.6)	A (1.8)			B (12.7)	B (15.3)				D (51.8)		D (48.4)	B (14.2)
			Approach		B (10.7)			B (13.0)						D (50.3)		
		Volume to Capacity ratio	Movement	1.11	0.53			0.68	0.20				0.56		0.11	
		Queue Length 95th (ft)	Movement	#326	38			393	m44				113		63	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (11.1)	A (0.9)		C (21.3)					C (31.6)		D (42.2)	B (19.2)
			Approach		A (8.4)			C (21.3)						D (37.7)		
		Volume to Capacity ratio	Movement		0.57	0.47		0.75					0.50		0.83	
		Queue Length 95th (ft)	Movement		173	53		549					226		382	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (17.0)			C (23.2)	A (0.2)	D (36.1)		C (28.2)				C (22.7)
			Approach		B (17.0)			B (18.7)			C (33.2)					
		Volume to Capacity ratio	Movement		0.75			0.76	0.29	0.84		0.61				
		Queue Length 95th (ft)	Movement		339			m343	m0	488		292				
	NE 3rd Avenue	LOS (Delay)	Movement	F (92.8)	C (22.1)		F (127.1)	D (40.3)		F (136.4)	E (58.6)	D (37.5)	D (36.9)	D (48.5)	D (53.3)	D (46.4)
			Approach		D (36.0)			D (45.4)			F (83.4)			D (49.8)		
		Volume to Capacity ratio	Movement	0.99	0.86		0.97	0.90		1.12	0.84	0.08	0.50	0.69	0.75	
		Queue Length 95th (ft)	Movement	#329	#685		#210	#662		#314	336	0	81	265	267	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

- Sample Road: All five signalized intersections are expected to operate at LOS D or better during both peak hours. The I-95 northbound and southbound off-ramp approaches are expected to operate at LOS D or better during both peak hours.

Table 4.7 summarizes the results of the off-ramp signals back of queue analyses for the AM and PM peak hours for 2020 and 2040 No-Build conditions. HCM methodology does not provide queue lengths. The 95th percentile queues were obtained from Synchro reports. The Synchro reported queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length. The results present the queue length in feet for each lane group movement. The available storage length was calculated from the stop bar at the ramp terminal intersection to the gore with I-95 mainline, accounting for the changes in number of lanes. The analysis indicates that the queues on the off-ramps are not expected to exceed the available storage lengths.

Table 4.7: 2020 & 2040 No-Build – Off-Ramp Signals Queuing Analysis Results

Intersection	Approach	Movement	Available Storage (ft)	Queue (ft)	
				AM	PM
2020 No-Build					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	653	499
		R (WB)	1,860	788	375
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	R (EB)	3,040	405	312
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	1,720	308	128
		R (WB)	1,360	0	0
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	1,235	681	#789
		R (EB)	1,235	#774	#876
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	210	225
		R (WB)	1,320	243	#371
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	241	875
		R (EB)	1,405	173	436
2040 No-Build					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	719	733
		R (WB)	1,860	832	503
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	R (EB)	3,040	472	401
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	1,720	#468	258
		R (WB)	1,360	0	0
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	1,235	#928	#991
		R (EB)	1,235	#987	#1,045
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	246	438
		R (WB)	1,320	#333	672
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	277	947
		R (EB)	1,405	222	514

Queue Notes:

Synchro queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length.

#: 95th percentile volume exceeds capacity

Example of Storage Length Calculation for SBRT at Hillsboro Blvd. = [(1920/2) + 310+ (295*2)] = 1,860 feet.

5 FUTURE BUILD CONDITIONS

5.1 Build Alternative – Transportation Network

The future Build Alternative network incorporates all the roadway improvements described under Section 4.3 and depicted in Figure 4.3 for the No-Build Alternative plus the proposed improvements to mitigate deficiencies identified in the No-Build Alternative, when feasible. The Build Alternative maintains the typical section from the No-Build Alternative along I-95 between interchanges (i.e., no through lanes along I-95 are added.)

5.2 Future Build Alternative Traffic Forecast

Traffic projections were obtained from the *Project Traffic Forecast Memorandum (PTFM)* dated January 2019 for the SW 10th Street Connector PD&E Study (FPID 439891-1).

5.3 Development and Screening of Build Alternatives

Based on the evaluation of the No-Build conditions, various Build alternatives were developed and analyzed for the I-95 and SW 10th Street SIMR (FPID 436964-1) and the SW 10th Street Connector PD&E Study (FPID 439891-1). Traffic evaluations were conducted for two different Build Alternatives (a Center Alignment and a Northern Alignment for the proposed managed lanes), with six different managed lane ingress and egress configurations resulting in a total of twelve (12) Build Alternatives.

The fifteen scenarios (existing 2016 conditions, 2040 No-Build conditions, 2040 Partial Build conditions, and twelve 2040 Build conditions) were first analyzed by conducting a Tier 1 volume to capacity ratio analysis of the SW 10th Street general use lanes and proposed managed lanes. In addition, the vehicle-miles traveled in the managed lanes during the peak hours for each of the twelve Build alternatives were calculated and compared. Subsequently, a Tier 2 intersection operations analysis was completed for the signalized intersections along SW 10th Street. A Tier 2 freeway analysis of the proposed managed lanes connecting the Sawgrass Expressway, Florida's Turnpike and I-95 was also completed. The peak hour traffic operations analysis results were reviewed to screen the twelve Build alternatives for any traffic operations fatal flaws, and a comparison of results was used to identify the most advantageous Build Alternatives to be considered further.

Overall, Tier 1 and Tier 2 analyses resulted in the selection of the North Build Alternative 3D-1.3 and the Center Build Alternative 3D-1.3 as the top ranked alternatives. VISSIM microsimulation was conducted to further evaluate these two shortlisted alternatives. The North Build Alternative 3D-1.3 was projected to provide better operating conditions than the Center Build Alternative. Hence, the PTFM identified the North Build Alternative 3D-1.3 as the best

Build Alternative based on projected traffic operations and was further refined to improve the overall operations. An *Alternatives Analysis Memorandum* documenting the development and screening of various alternatives for SW 10th Street and I-95 was submitted to FDOT District 4 on June 29, 2018 and is included in **Appendix I**. Based on the conclusions of the PTFM, Alternatives Analysis Memorandum, and directions received from the Department, the following three Build Alternatives were considered for this SIMR.

Build 1 Alternative: This Build alternative has been identified as an alternative without the direct-connect ramps to and from I-95 but includes all other freeway and arterial improvements proposed under Build 2 and Build 3 alternatives below. The traffic forecast for this alternative is similar to the No-Build forecast.

Build 2 Alternative: This Build alternative has been identified as the Partial Build alternative in the PTFM and in the *Alternatives Analysis Memorandum* dated June 2018. The Partial-Build/Build 2 alternative provides for grade-separated direct-connect ramps to and from the I-95 Express lanes extending just west of Military Trail. Also, there are no entry or exits ramps on the direct-connect ramps between Military Trail and I-95.

Build 3 Alternative: This Build alternative has been identified as Build Option 3D-1.3 (North Alignment) in the PTFM and in the *Alternatives Analysis Memorandum* dated June 2018. Build 3 provides for grade separated express lanes along SW 10th Street from I-95 to Sawgrass Expressway with express lane overpass at all signalized intersections. It provides for an EB exit ramp and a WB entrance ramp on the express lanes between Military Trail and I-95.

It is important to note that except or the direct-connect ramps, the geometric configuration for Build 1, 2 and 3 alternatives are similar within the SIMR study limits and the area of influence. However, the traffic projections for Build 1 are the same as the No-Build but the Build 3 traffic projections are different than Build 2 due to the presence of express lanes between I-95 and Sawgrass Expressway. The conceptual plans for the Build 1, Build 2, and Build 3 alternatives are included in **Appendix J**.

Figure 5.1 shows the Roadway and Intersection Lane Configuration for Build 1 and **Figure 5.2** shows it for both Build 2 and Build 3 alternatives and includes the following improvements in addition to the No-Build improvements:

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Figure 5.1: Build 1 - Roadway and Intersection Lane Configurations

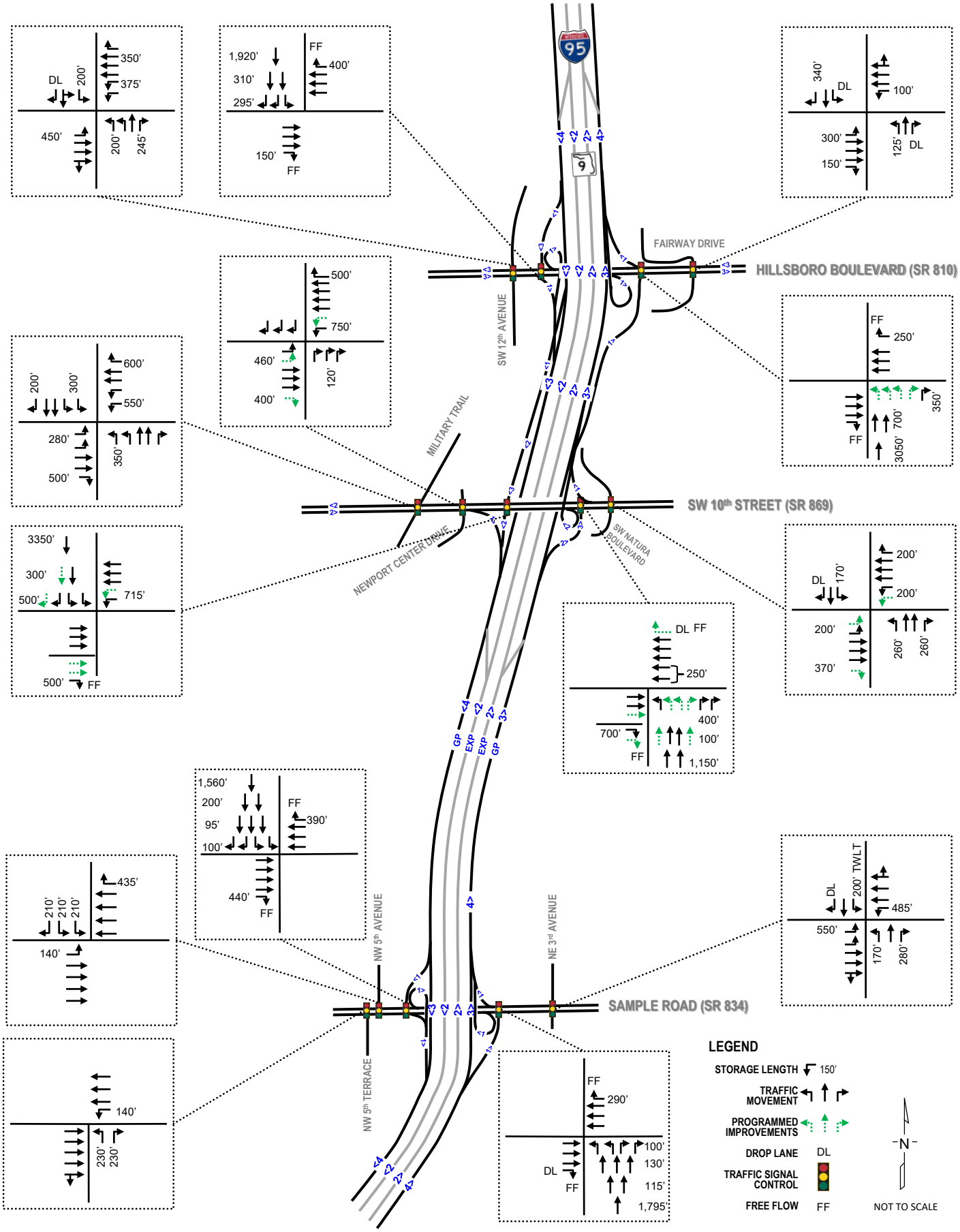
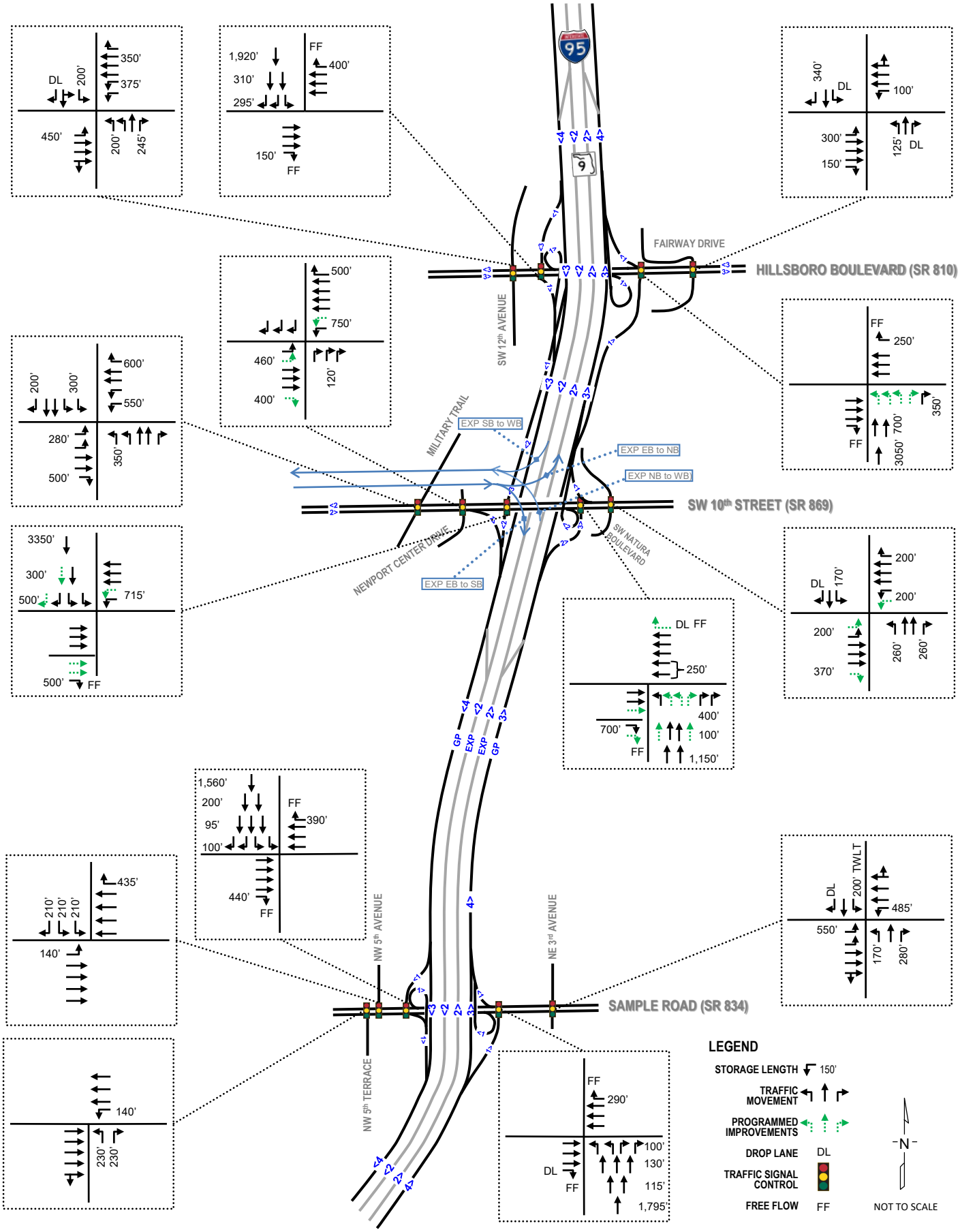


Figure 5.2: Build 2 & Build 3 - Roadway and Intersection Lane Configurations



I-95 Improvements:

- I-95 NB and SB auxiliary lanes between Hillsboro Boulevard and Palmetto Park Road. (FPIDs 433108-6-52-01 and 433109-4-52-01)
- I-95 southbound auxiliary lane between SB entrance ramp from SW 10th Street and the SB exit ramp to Sample Road. This creates a 4-lane mainline segment on SB I-95. (FPID 433108-5-52-01)
- Eliminate the SB auxiliary lane between Hillsboro Boulevard and SW 10th Street. The proposed braided ramps in the southwest quadrant of interchange as discussed below eliminate the need for this auxiliary lane.

SW 10th Street Interchange Ramp Improvements:

- Provide a slip on-ramp for WB SW 10th Street to I-95 NB. Combine the EB to NB loop on-ramp from SW 10th Street with the new WB to NB slip on-ramp from SW 10th Street to create a single on-ramp merge on the mainline.
- Widen the EB to NB loop on-ramp to two lanes.
- Provide a braided NB off-ramp for Hillsboro Boulevard upstream of the NB on-ramp merge from SW 10th Street.
- Provide a two-lane NB off-ramp exit for SW 10th Street.
- Provide for 3 left-turn lanes and 3 right-turn lanes on the NB off-ramp approach.
- Provide for 2 left-turn lanes and 2 right-turn lanes on the SB off-ramp approach.
- Eliminate the existing WB to SB on-ramp signal on SW 10th Street by aligning it with the SB off-ramp signal. Widen the WB to SB on-ramp to two lanes.

Hillsboro Boulevard Interchange Ramp Improvements:

- Combine the WB to SB loop on-ramp from Hillsboro Boulevard with the EB to SB slip on-ramp from Hillsboro Boulevard to create a single on-ramp merge on the mainline.
- Provide a braided SB off-ramp for SW 10th Street upstream of the SB on-ramp merge from Hillsboro Boulevard.

SW 10th Street Intersection Improvements:

- At Newport Center Drive, eliminate the N-S left and through movements and provide for triple NB and triple SB right turn lanes. Provide dual EB and WB left turn lanes and an exclusive EB right turn lane.
- Provide barrier separated two EB through lanes for EB to NB I-95 traffic from east of Newport Center Drive to west of NB off-ramp intersection. Widen the loop on-ramp in the southeast quadrant to two lanes.
- At the SB ramp intersection, provide dual WB left turn lanes extending 250 feet east of the

NB ramp intersection.

- Widen the existing single free-flow southbound right turn lane to provide for signal controlled dual right-turn lanes to improve operations and safety in the westbound direction. The free-flow right turn movements are always a safety concern for the pedestrians in the cross-walk. Due to this safety concern, many municipalities and FDOT districts are not in favor of free-flow right turns. Also, due to the proximity of the signalized intersection at Newport Center Drive, the free-flow right turn induces weaving with the westbound traffic. This condition is likely to become worse with the introduction of the access to the westbound connector lanes immediately west of the Newport Center Drive.
- At Natura Boulevard, provide dual EB and WB left turn lanes and an exclusive EB right turn lane.

The 2020 and 2040 traffic volumes for the Build 1 Alternative are shown in **Figures 5.3** and **5.4**, respectively. The 2020 and 2040 traffic volumes for Build 2 Alternative are shown in **Figures 5.5** and **5.6**, respectively. The 2020 and 2040 traffic volumes for Build 3 Alternative are shown in **Figures 5.7** and **5.8**, respectively.

These improvements address the traffic operation deficiencies by improving or eliminating failing merge, diverge and weaving segments; and may reduce crash rates by reducing congestion. Improvements at the ramp terminal intersections are projected to eliminate queue spillbacks on to the I-95 mainline. In addition, pedestrian and bicycle mobility is maintained or enhanced through improved design.

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Figure 5.3: 2020 Build 1 Volumes

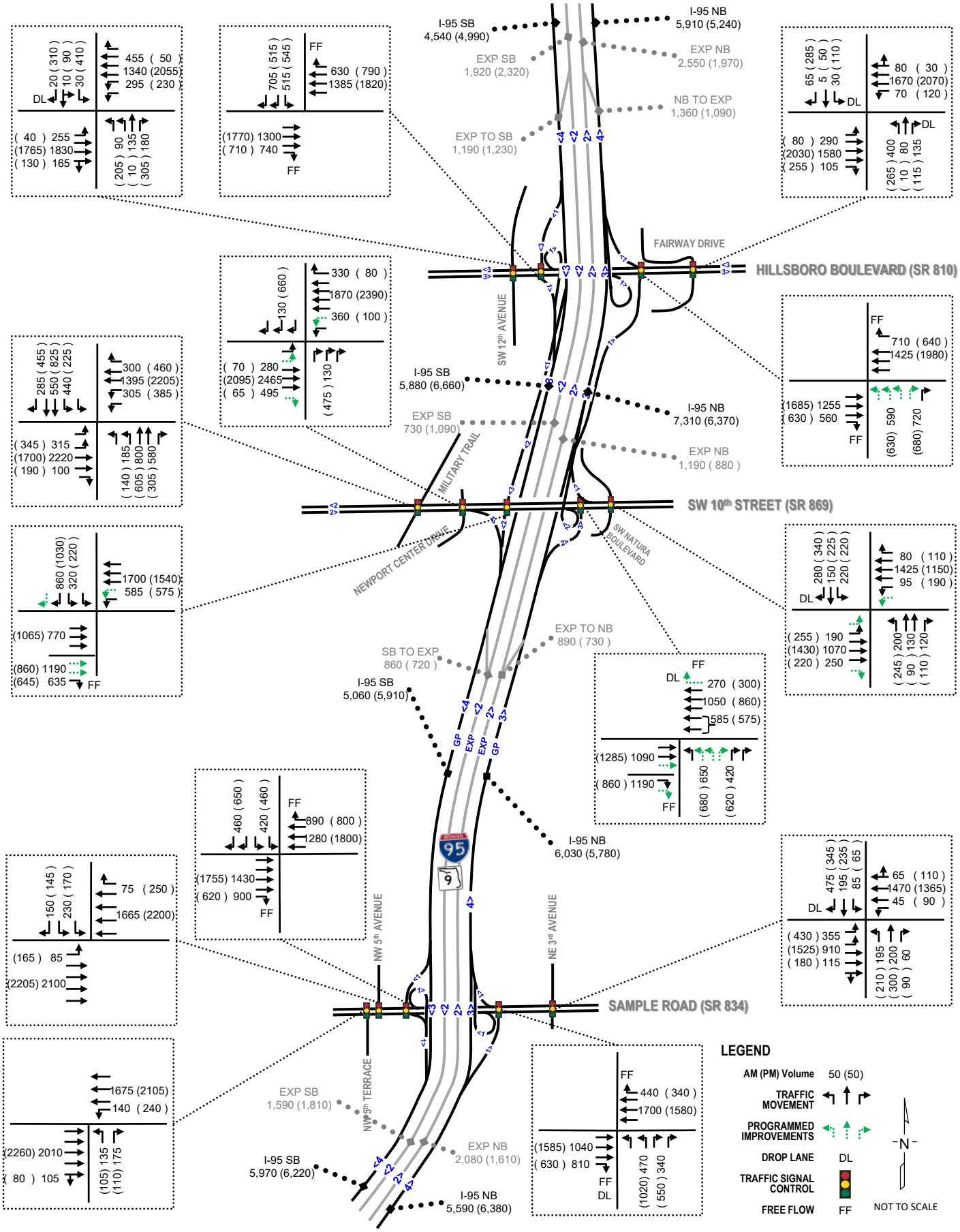


Figure 5.4: 2040 Build 1 Volumes

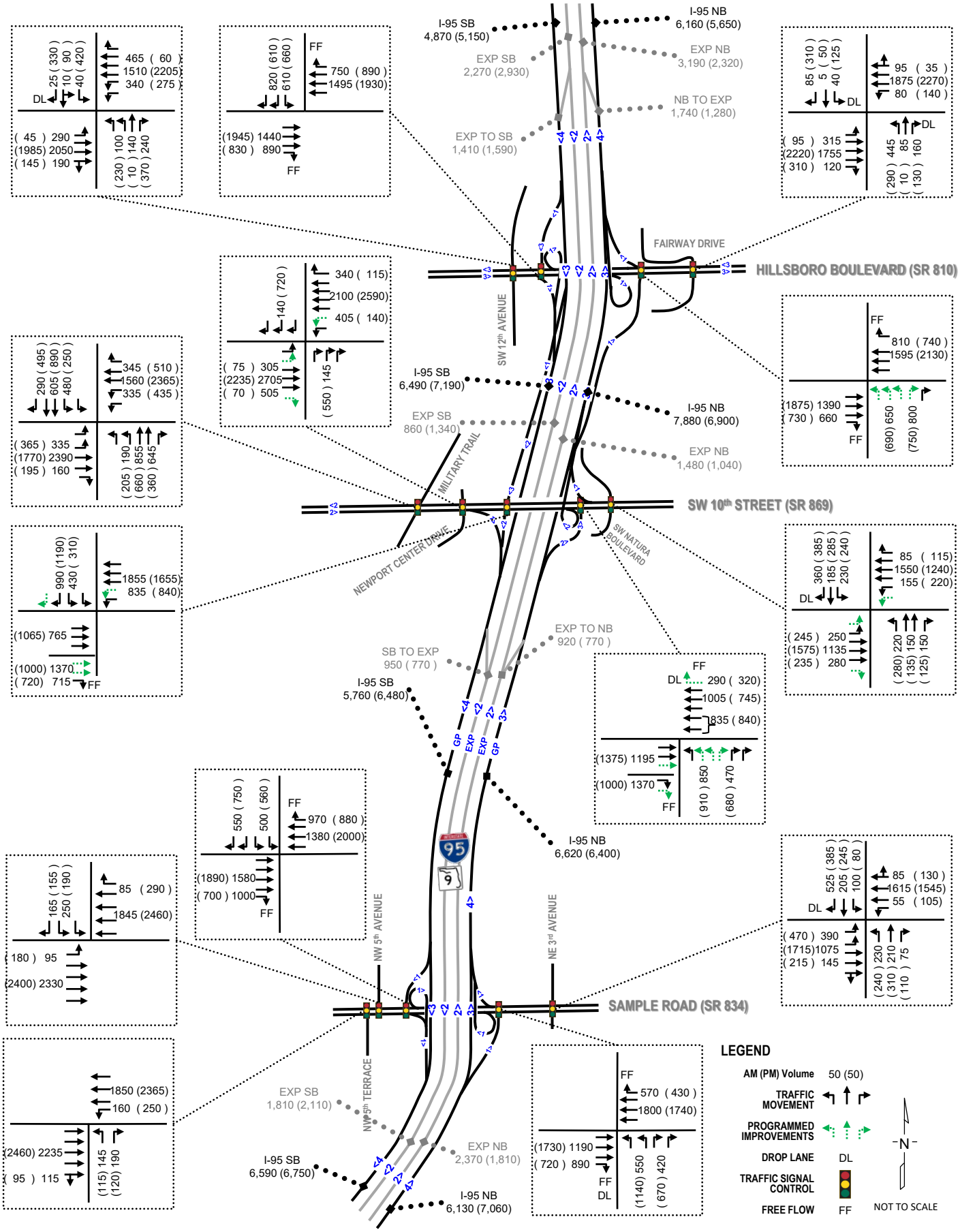


Figure 5.5: 2020 Build 2 Volumes

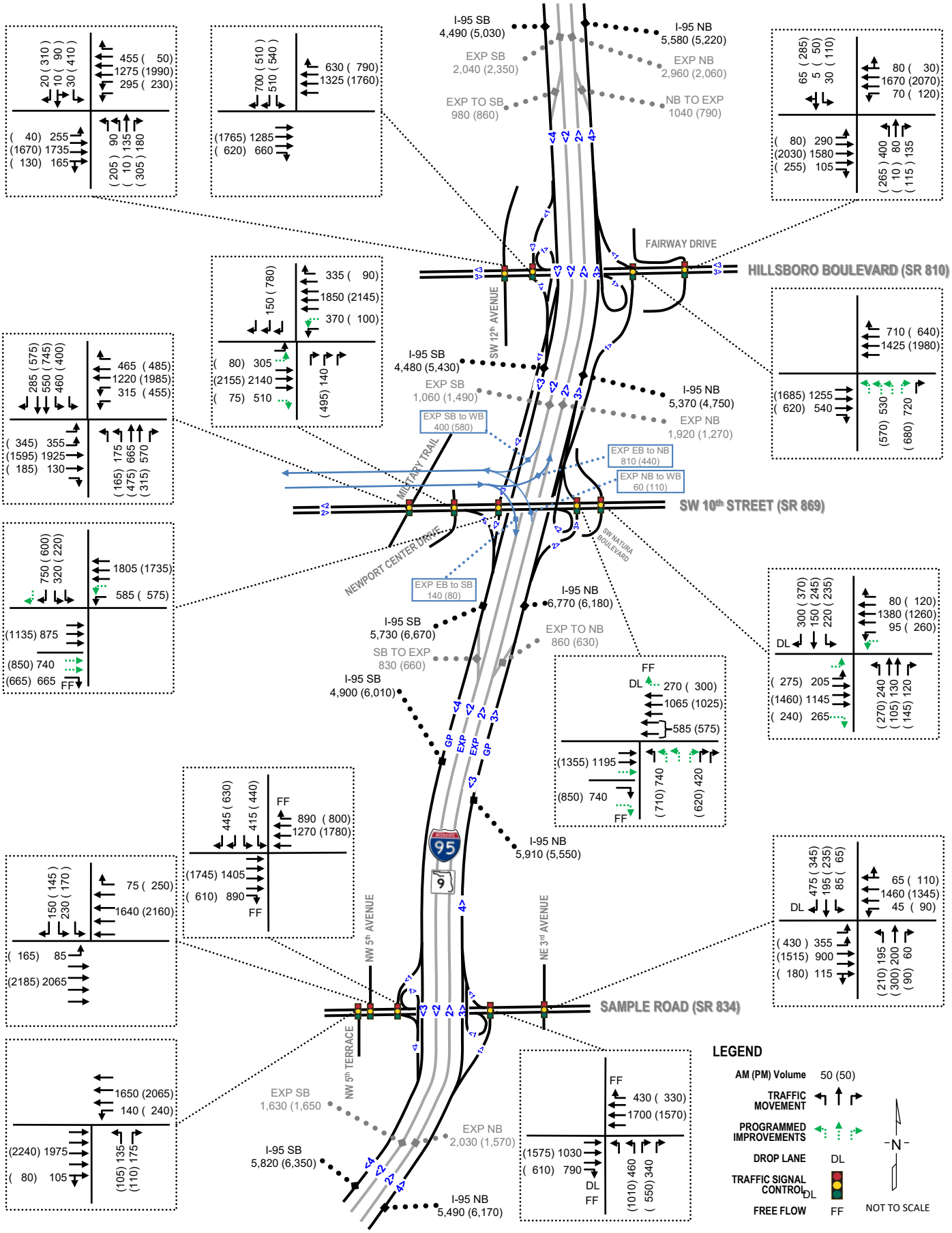


Figure 5.6: 2040 Build 2 Volumes

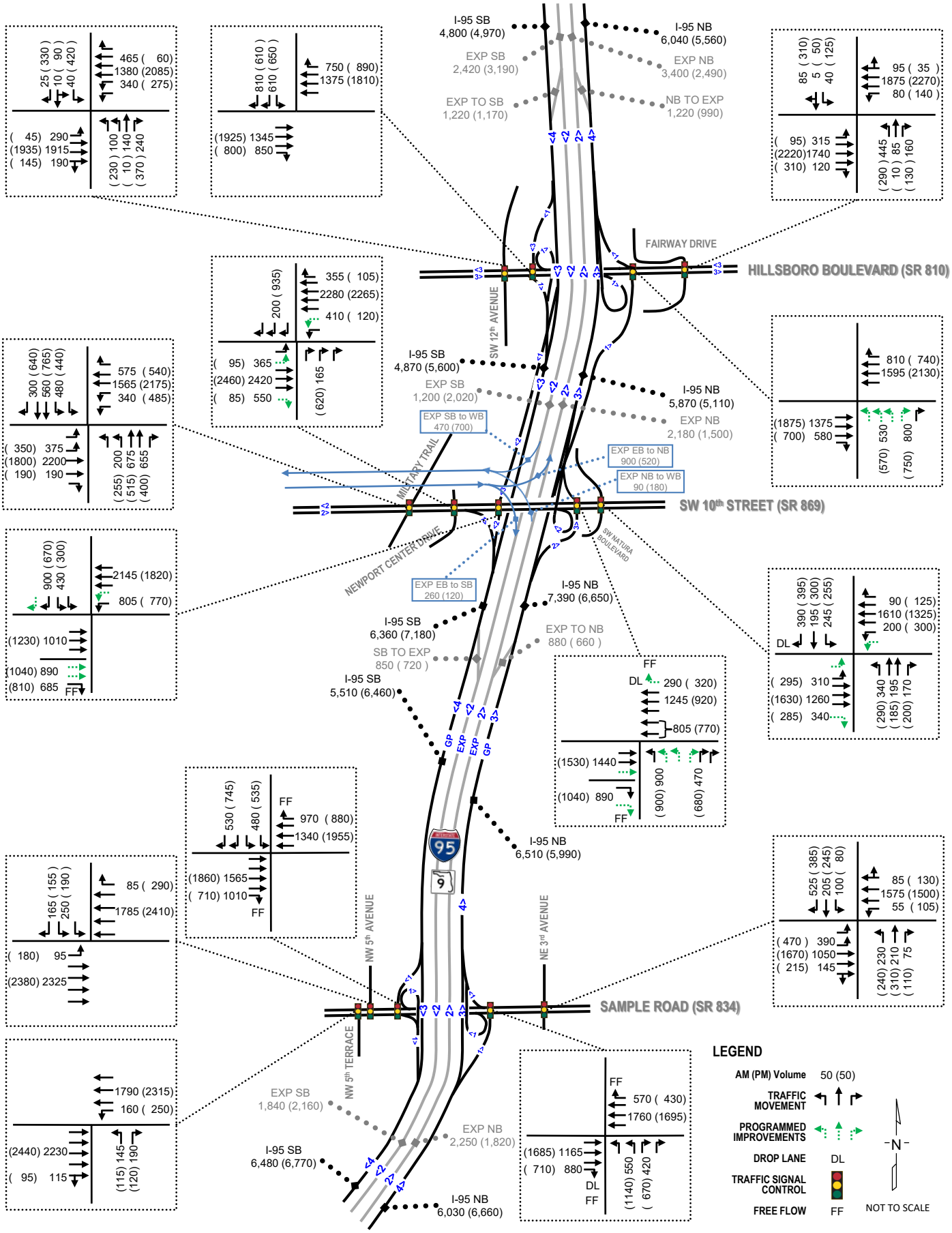


Figure 5.7: 2020 Build 3 Volumes

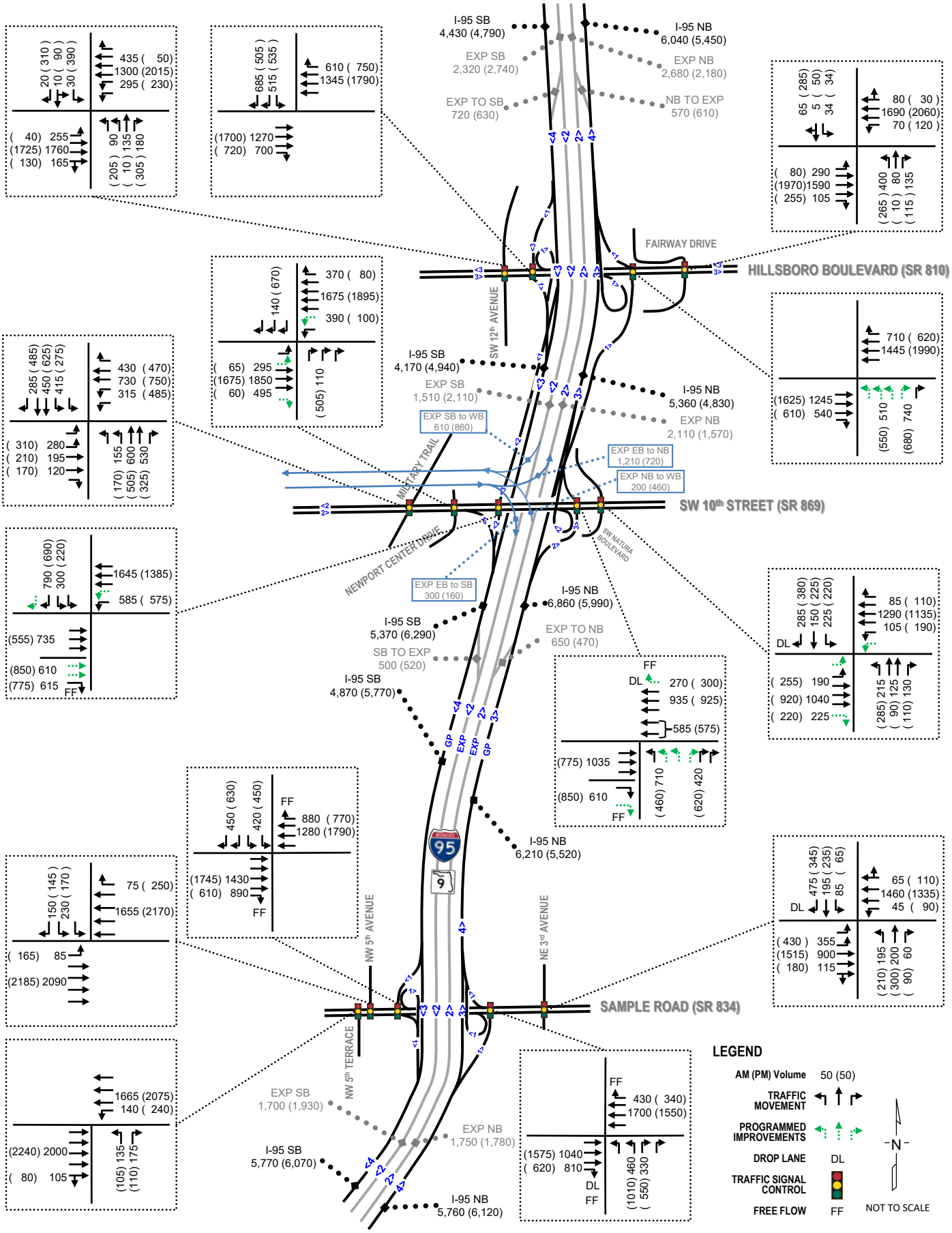
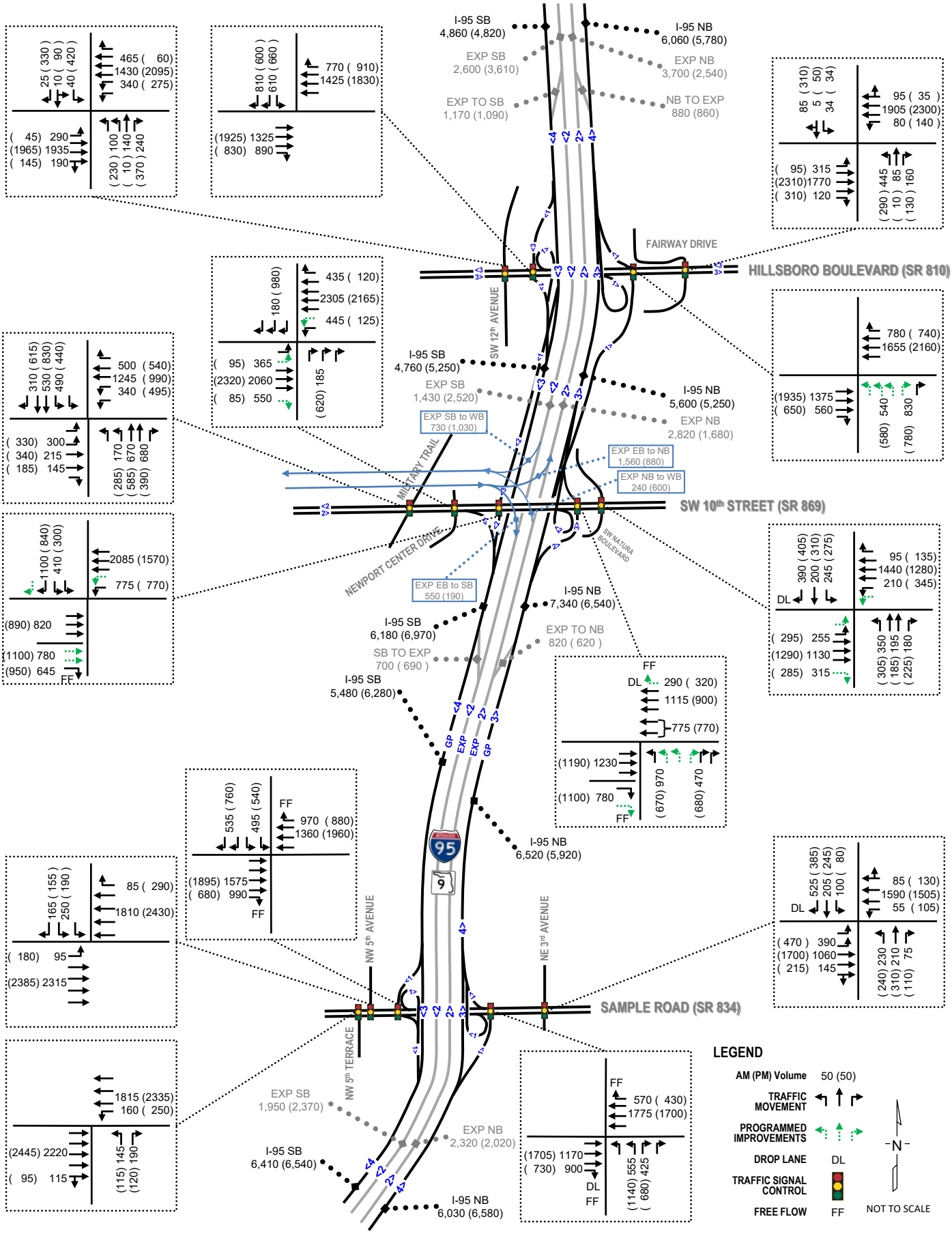


Figure 5.8: 2040 Build 3 Volumes



5.4 Build 1 Alternative – Traffic Operational Analysis

The proposed improvements are expected to provide better operating conditions than the No-Build conditions and prevent any spillbacks from the ramp terminals on to the mainline. These improvements are also likely to improve safety by reducing congestion and the number of conflict points.

5.4.1 2020 & 2040 – Freeway Analysis – I-95

The mainline/basic, weaving, and ramp merge/diverge analysis results for Opening Year 2020 are summarized and depicted on **Figures 5.9** and **5.10** for the NB and SB directions, respectively. The Design Year 2040 analysis results are summarized and depicted on **Figures 5.11** and **5.12** for the NB and SB directions, respectively. Documentation of the 2020 and 2040 Build 1 Alternative traffic freeway operational analysis is provided in **Appendix K**. The Design Year 2040 Build 1 Alternative analysis indicates that 7 of the 14 freeway segments in the NB direction are projected to operate at LOS E or F during one or both peak hours. In the SB direction, 3 of the 14 freeway segments are projected to operate at LOS E or F during one or both peak hours.

5.4.2 2020 & 2040 - Intersection Analysis

Tables 5.1 through **5.3** summarize the results of the 2020 Build 1 signalized intersection analyses for the AM and PM peak hours for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. **Tables 5.4** through **5.6** summarize the results of the 2040 Build 1 signalized intersection analyses for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. Signal timing was optimized for all intersections. The results include delays (in seconds per vehicle) and LOS by movement, approach, and the overall intersection. The volume to capacity (v/c) ratios and 95th percentile queue lengths have also been summarized by movement. **Appendix L** presents the intersection analysis worksheets. The intersection analysis results indicate the following for the 2040 Design Year:

- Hillsboro Boulevard: Two of the four signalized intersections are expected to operate at LOS E or worse during the AM or PM peak hours. The I-95 northbound and southbound off-ramp intersections are expected to operate at LOS C or better during both the AM and PM peak hours.
- SW 10th Street: Of the five signalized intersections, only the intersection at Military Trail is expected to operate at LOS F during both peak hours. The I-95 NB and SB off-ramp approaches are expected to operate at LOS E or worse during both peak hours.
- Sample Road: All five signalized intersections including the I-95 NB and SB off-ramp approaches are expected to operate at LOS D or better during both peak hours.

Figure 5.9: 2020 Build 1 Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	5,910 (5,240)	C (23.2)	C (20.2)
Weave - Hillsboro Boulevard EB & WB to I-95 Express Lanes	7,270 (6,330)	D (34.0)	C (29.0)
Basic Freeway	6,000 (5,060)	E (35.7)	D (27.4)
Merge from SW 10th St EB & WB	6,000 (5,060)	D (32.8)	C (27.2)
Basic Freeway	4,540 (3,900)	C (23.8)	C (20.0)
Diverge to Hillsboro Blvd EB & WB	5,850 (5,210)	E (37.1)	D (34.5)
Basic Freeway	5,850 (5,210)	D (34.2)	D (28.5)
Major Diverge to SW 10th Street EB & WB	6,920 (6,510)	D (32.3)	D (30.4)
Basic Freeway	6,920 (6,510)	F (47.9)	E (41.8)
Merge from I-95 Express Lanes	6,920 (6,510)	C (27.4)	C (25.1)
Basic Freeway	6,030 (5,780)	C (23.7)	C (22.5)
Lane Add from Sample Road WB	6,030 (5,780)	Under Capacity	Under Capacity
Basic Freeway	4,780 (4,810)	C (25.4)	C (25.6)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	5,590 (6,380)	C (27.6)	E (35.2)

GPL: General Purpose Lane

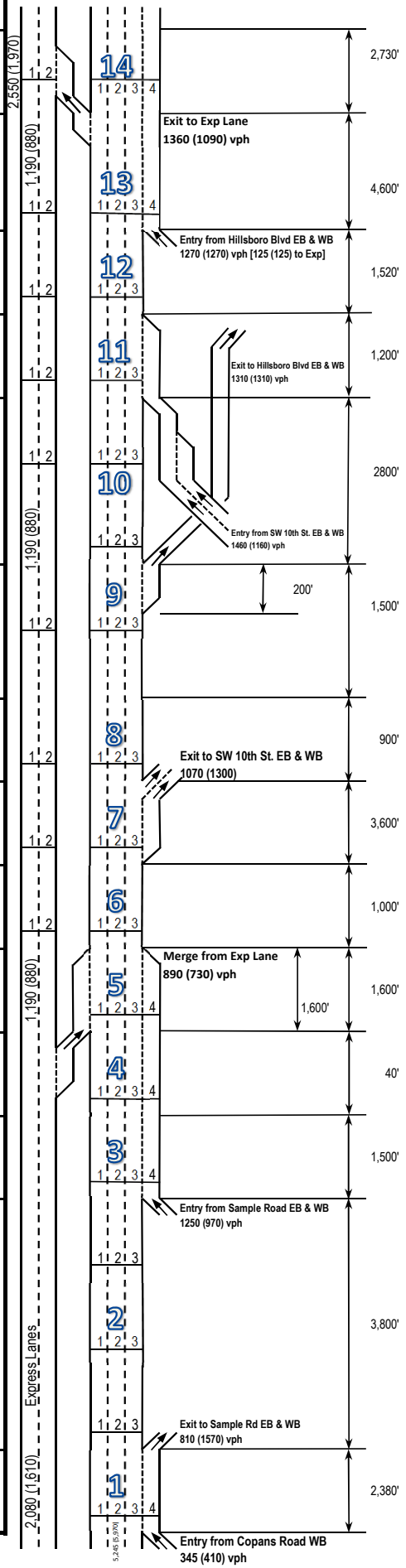
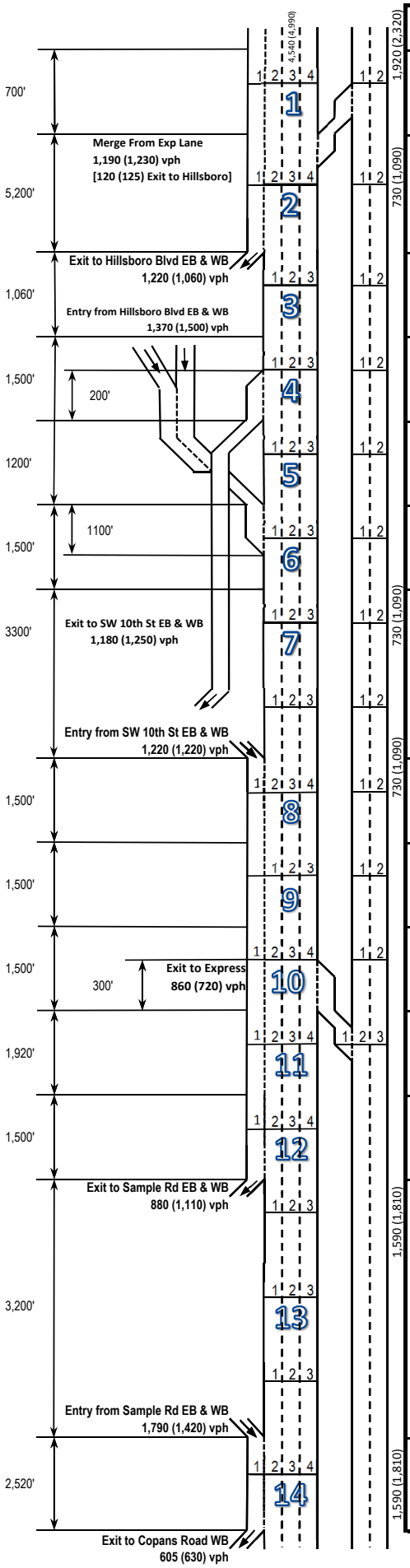


Figure 5.10: 2020 Build 1 Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,540 (4,990)	B (17.3)	C (19.1)
Weave - I-95 Express Lanes to Hillsboro Boulevard EB & WB	5,730 (6,220)	C (25.9)	D (28.4)
Basic Freeway	4,510 (5,160)	C (23.6)	D (28.2)
Diverge to SW 10th St EB & WB	4,510 (5,160)	D (31.2)	D (34.2)
Basic Freeway	3,330 (3,910)	B (16.8)	C (20.0)
Merge from Hillsboro Blvd EB & WB	4,700 (5,410)	C (25.3)	D (29.3)
Basic Freeway	4,700 (5,410)	C (24.8)	D (30.2)
Lane Add Merge from SW 10th Street EB & WB	5,920 (6,630)	Under Capacity	Under Capacity
Basic Freeway	5,920 (6,630)	C (23.1)	D (26.7)
Diverge to I-95 Express Lanes	5,920 (6,630)	D (32.7)	D (35.0)
Basic Freeway	5,060 (5,910)	C (19.4)	C (23.1)
Diverge - Lane Drop to Sample Road EB & WB	5,060 (5,910)	C (23.7)	D (27.6)
Basic Freeway	4,180 (4,800)	C (21.6)	D (25.5)
Weave - Entry Sample Road EB to Exit Copans Road WB	5,970 (6,220)	F (N/A)	D (34.4)

GPL: General Purpose Lane

Figure 5.11: 2040 Build 1 Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	6,160 (5,650)	C (24.4)	C (22.0)
Weave - Hillsboro Boulevard EB & WB to I-95 Express Lanes	7,900 (6,930)	E (40.6)	D (34.0)
Basic Freeway	6,430 (5,460)	E (40.7)	D (30.6)
Merge from SW 10th St EB & WB	6,430 (5,460)	E (35.6)	D (29.7)
Basic Freeway	4,770 (4,140)	C (25.3)	C (21.3)
Diverge to Hillsboro Blvd EB & WB	6,220 (5,580)	E (38.8)	E (36.3)
Basic Freeway	6,220 (5,580)	D (38.2)	D (31.6)
Major Diverge to SW 10th Street EB & WB	7,540 (7,170)	E (35.2)	D (33.5)
Basic Freeway	7,540 (7,170)	F (60.4)	F (52.4)
Merge from I-95 Express Lanes	7,540 (7,170)	D (30.0)	C (27.9)
Basic Freeway	6,620 (6,400)	D (26.7)	C (25.5)
Lane Add from Sample Road WB	6,620 (6,400)	Under Capacity	Under Capacity
Basic Freeway	5,160 (5,250)	D (28.2)	D (28.9)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	6,130 (7,060)	D (31.4)	F (N/A)

GPL: General Purpose Lane

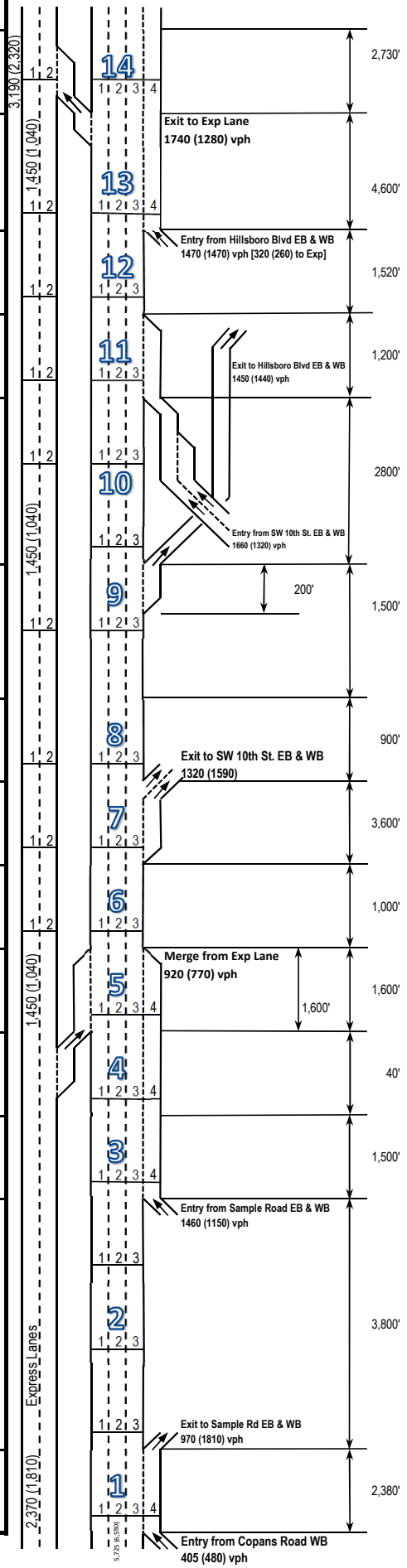
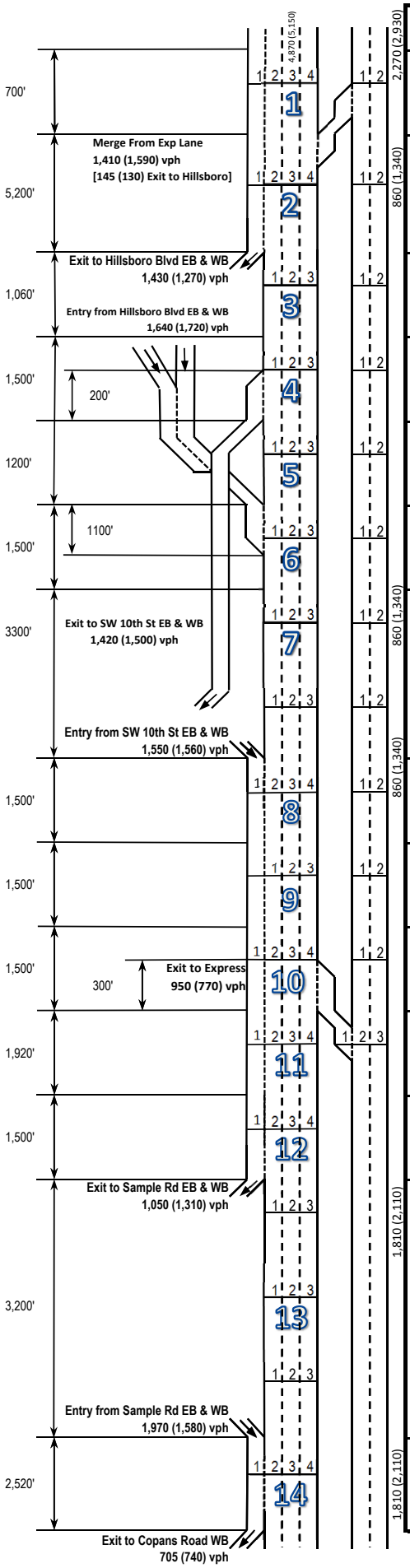


Figure 5.12: 2040 Build 1 Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,870 (5,150)	C (18.6)	C (19.8)
Weave - I-95 Express Lanes to Hillsboro Boulevard EB & WB	6,280 (6,740)	D (29.0)	D (41.3)
Basic Freeway	4,850 (5,470)	C (25.9)	D (30.7)
Diverge to SW 10th St EB & WB	4,850 (5,470)	D (33.3)	E (36.0)
Basic Freeway	3,430 (3,970)	B (17.5)	C (20.4)
Merge from Hillsboro Blvd EB & WB	5,070 (5,690)	D (28.1)	D (31.3)
Basic Freeway	5,070 (5,690)	D (27.5)	D (32.6)
Lane Add Merge from SW 10th Street EB & WB	6,620 (7,250)	Under Capacity	Under Capacity
Basic Freeway	6,620 (7,250)	D (26.7)	D (30.4)
Diverge to I-95 Express Lanes	6,620 (7,250)	E (36.3)	E (38.0)
Basic Freeway	5,670 (6,480)	C (22.0)	D (25.9)
Diverge - Lane Drop to Sample Road EB & WB	5,670 (6,480)	C (26.5)	D (30.3)
Basic Freeway	4,620 (5,170)	C (24.3)	D (28.2)
Weave - Entry Sample Road EB to Exit Copans Road WB	6,590 (6,750)	F (N/A)	F (N/A)

GPL: General Purpose Lane

Table 5.1: 2020 Build 1 – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (98.6)	C (22.5)		F (101.2)	B (19.9)	A (8.3)	E (74.6)	F (93.6)	E (59.7)	F (84.5)	F (84.4)	E (56.8)	C (34.3)
			Approach	C (31.1)			C (28.9)			E (74.3)			E (75.2)			
		Volume to Capacity ratio	Movement	0.90	0.68		0.90	0.51	0.40	0.28	0.77	0.12	0.31	0.30	0.01	
		Queue Length 95th (ft)	Movement	#473	723		#295	496	133	85	247	67	63	63	0	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.8)		B (15.0)					E (59.7)		D (50.9)	B (18.8)
			Approach	A (0.4)			B (15.0)						D (54.6)			
		Volume to Capacity ratio	Movement		0.28	0.49		0.51					0.83		0.72	
		Queue Length 95th (ft)	Movement		0	62		435					653		448	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		A (8.6)			A (6.9)	A (0.5)	C (21.3)		C (27.5)				B (11.3)
			Approach	A (8.6)			A (4.8)			C (24.7)						
		Volume to Capacity ratio	Movement		0.47			0.54	0.49	0.36		0.72				
		Queue Length 95th (ft)	Movement		243			m163	m0	110		242				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (106.4)	B (14.5)	B (13.9)	F (86.8)	C (31.2)		F (414.1)	E (71.2)	E (68.5)	F (82.6)	F (83.3)	F (83.2)	E (67.6)
			Approach	C (27.9)			C (33.3)			F (293.5)			F (83.0)			
		Volume to Capacity ratio	Movement	0.96	0.51	0.07	0.61	0.69		1.73	0.35	0.09	0.40	0.07	0.05	
		Queue Length 95th (ft)	Movement	#587	368	19	150	360		#924	160	72	70	22	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (55.5)	C (32.4)		F (206.7)	C (23.9)	A (0.1)	D (54.6)	D (48.8)	F (155.2)	E (63.2)	E (63.9)	D (40.9)	D (47.1)
			Approach	C (32.9)			D (41.4)			F (113.5)			D (54.9)			
		Volume to Capacity ratio	Movement	0.42	0.86		1.25	0.93	0.03	0.64	0.06	1.14	0.84	0.84	0.52	
		Queue Length 95th (ft)	Movement	72	#701		m#213	#785	m0	124	26	#324	306	313	146	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.5)		B (18.3)					D (43.4)		C (28.7)	B (13.4)
			Approach	A (0.2)			B (18.3)						D (36.2)			
		Volume to Capacity ratio	Movement		0.38	0.47		0.72					0.85		0.51	
		Queue Length 95th (ft)	Movement		0	m0		550					499		213	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (10.1)			A (9.2)	A (0.5)	B (16.8)		C (23.3)				B (11.0)
			Approach	B (10.1)			A (7.1)			C (20.1)						
		Volume to Capacity ratio	Movement		0.62			0.73	0.44	0.44		0.78				
		Queue Length 95th (ft)	Movement		188			m259	m0	96		#193				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (85.9)	B (15.5)	A (7.6)	F (136.9)	C (21.5)		F (149.6)	D (44.2)	D (44.5)	D (42.5)	D (44.5)	E (62.2)	C (31.7)
			Approach	B (17.3)			C (27.7)			F (115.9)			E (55.3)			
		Volume to Capacity ratio	Movement	0.81	0.77	0.24	1.01	0.78		1.14	0.04	0.08	0.44	0.19	0.78	
		Queue Length 95th (ft)	Movement	m#124	521	m103	#234	660		#294	23	36	116	68	215	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.2: 2020 Build 1 – SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (126.1)	F (100.8)	B (19.2)	E (70.1)	E (57.0)	B (12.1)	E (79.2)	F (173.7)	F (138.7)	F (187.5)	E (55.2)	A (0.3)	F (95.9)
			Approach	F (100.7)			D (52.3)			F (149.6)			F (88.6)			
		Volume to Capacity ratio	Movement	1.03	1.11	0.07	0.83	0.96	0.29	0.76	1.23	1.15	1.22	0.71	0.20	
		Queue Length 95th (ft)	Movement	#288	#1072	12	#239	#916	86	#159	#685	#708	#411	355	0	
	East Newport Center Drive	LOS (Delay)	Movement	C (33.7)	A (5.9)	A (2.7)	C (29.8)	A (3.0)	A (2.7)			C (27.2)			C (29.7)	A (8.2)
			Approach	A (7.8)			A (6.7)			C (27.2)			C (29.7)			
		Volume to Capacity ratio	Movement	0.64	0.74	0.46	0.64	0.42	0.30			0.05			0.08	
		Queue Length 95th (ft)	Movement	m82	m106	m33	m113	m60	m27			21			22	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		D (45.7)	A (0.6)	D (38.9)	A (7.6)					D (38.8)		F (87.6)	D (35.1)
			Approach	C (34.9)			B (15.4)						E (74.4)			
		Volume to Capacity ratio	Movement		0.97	0.42	0.64	0.61					0.31		1.02	
		Queue Length 95th (ft)	Movement		#570	0	208	204					172		#679	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (7.6)	A (0.2)		A (4.1)	A (0.2)	E (57.7)		E (56.3)				B (14.4)
			Approach	A (3.8)			A (3.5)			E (57.1)						
		Volume to Capacity ratio	Movement		0.38	0.45		0.32	0.18	0.69		0.61				
		Queue Length 95th (ft)	Movement		m113	m375		86	0	270		225				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (35.6)	B (18.7)	D (44.7)	C (33.9)	C (23.3)	B (14.5)	C (30.6)	C (31.4)	C (30.3)	C (27.8)	D (38.7)	C (29.6)	C (26.0)
			Approach	C (25.2)			C (23.5)			C (30.7)			C (31.1)			
		Volume to Capacity ratio	Movement	0.57	0.54	0.17	0.43	0.78	0.05	0.67	0.37	0.08	0.67	0.70	0.19	
		Queue Length 95th (ft)	Movement	76	187	52	46	281	0	#138	58	0	147	#148	60	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (192.0)	C (34.8)	B (18.8)	E (63.1)	F (163.9)	B (12.7)	F (126.5)	F (105.9)	D (40.9)	F (189.1)	F (209.2)	A (0.5)	F (105.9)
			Approach	E (57.7)			F (128.4)			F (89.8)			F (143.1)			
		Volume to Capacity ratio	Movement	1.22	0.76	0.16	0.86	1.28	0.44	0.95	1.03	0.47	1.18	1.31	0.31	
		Queue Length 95th (ft)	Movement	#338	601	68	#284	#1672	111	#152	#491	203	#240	#726	0	
	East Newport Center Drive	LOS (Delay)	Movement	C (21.2)	A (3.7)	A (2.9)	C (22.1)	B (11.1)	B (10.4)			C (28.1)			C (33.7)	B (12.6)
			Approach	A (4.3)			B (11.5)			C (28.1)			C (33.7)			
		Volume to Capacity ratio	Movement	0.07	0.67	0.04	0.14	0.69	0.06			0.57			0.84	
		Queue Length 95th (ft)	Movement	m24	m165	m6	m33	m343	m19			114			155	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		F (88.8)	A (0.6)	D (50.9)	B (10.6)					C (33.7)		F (109.2)	E (56.7)
			Approach	E (67.2)			C (21.3)						F (95.9)			
		Volume to Capacity ratio	Movement		1.09	0.43	0.63	0.59					0.19		1.10	
		Queue Length 95th (ft)	Movement		#621	0	0	220					114		#831	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (1.1)	A (0.1)		A (2.9)	A (0.2)	E (58.6)		E (73.6)				B (17.3)
			Approach	A (0.7)			A (2.5)			E (65.8)						
		Volume to Capacity ratio	Movement		0.43	0.32		0.28	0.20	0.72		0.90				
		Queue Length 95th (ft)	Movement		m4	m30		53	m0	283		#366				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (38.7)	B (15.4)	B (10.4)	D (38.3)	C (25.0)	B (17.4)	D (52.4)	C (31.9)	C (31.1)	B (18.6)	D (39.1)	C (27.9)	C (24.8)
			Approach	B (18.0)			C (26.2)			D (43.0)			C (28.5)			
		Volume to Capacity ratio	Movement	0.70	0.85	0.15	0.69	0.74	0.08	0.88	0.30	0.08	0.53	0.77	0.39	
		Queue Length 95th (ft)	Movement	m78	267	m26	#93	232	2	#190	45	0	141	#225	#108	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.3: 2020 Build 1 – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.2)		D (53.6)	A (1.2)		E (56.6)		D (46.9)				B (14.0)
			Approach		B (16.2)			A (5.2)			D (51.1)					
		Volume to Capacity ratio	Movement		0.54		0.64	0.48		0.67		0.12				
		Queue Length 95th (ft)	Movement		325		#155	27		170		64				
	NW 5th Avenue	LOS (Delay)	Movement	D (49.6)	A (2.0)			A (9.1)	A (4.8)				D (51.2)		D (47.0)	A (9.9)
			Approach		A (3.8)			A (8.9)						D (49.6)		
		Volume to Capacity ratio	Movement	0.70	0.47			0.45	0.05				0.59		0.13	
		Queue Length 95th (ft)	Movement	#153	43			251	m5				130		64	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (5.2)	A (1.5)		A (6.9)					B (20.0)		C (23.7)	A (8.2)
			Approach		A (3.8)			A (6.9)						C (21.9)		
		Volume to Capacity ratio	Movement		0.43	0.60		0.48					0.52		0.70	
		Queue Length 95th (ft)	Movement		124	360		144					108		138	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (5.1)			A (4.6)	A (0.2)	C (22.1)		C (21.3)				A (7.7)
			Approach		A (5.1)			A (3.7)			C (21.8)					
		Volume to Capacity ratio	Movement		0.38			0.62	0.29	0.63		0.56				
		Queue Length 95th (ft)	Movement		56			m145	m0	124		104				
	NE 3rd Avenue	LOS (Delay)	Movement	E (66.7)	B (18.0)		E (56.4)	D (39.7)		D (40.0)	D (36.9)	C (32.7)	C (30.7)	D (36.8)	E (78.5)	D (40.7)
			Approach		C (30.6)			D (40.1)			D (37.7)			E (62.4)		
		Volume to Capacity ratio	Movement	0.91	0.49		0.49	0.87		0.65	0.44	0.04	0.29	0.43	0.97	
		Queue Length 95th (ft)	Movement	m243	263		79	505		183	214	0	86	209	#517	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.1)		F (122.2)	A (1.6)		E (56.5)		D (48.8)				B (16.7)
			Approach		B (16.1)			B (14.0)			D (52.6)					
		Volume to Capacity ratio	Movement		0.58		1.04	0.58		0.63		0.08				
		Queue Length 95th (ft)	Movement		355		#380	30		142		54				
	NW 5th Avenue	LOS (Delay)	Movement	F (134.4)	A (1.6)			A (9.9)	A (3.7)				D (51.8)		D (48.9)	B (12.5)
			Approach		B (10.9)			A (9.3)						D (50.5)		
		Volume to Capacity ratio	Movement	1.10	0.48			0.59	0.17				0.53		0.10	
		Queue Length 95th (ft)	Movement	#309	35			382	m6				104		61	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (6.4)	A (0.7)		A (8.7)					B (19.5)		D (41.2)	B (11.8)
			Approach		A (4.9)			A (8.7)						C (32.2)		
		Volume to Capacity ratio	Movement		0.54	0.41		0.69					0.54		0.94	
		Queue Length 95th (ft)	Movement		187	37		167					118		#243	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (15.8)			B (11.1)	A (0.2)	D (36.1)		C (28.7)				B (18.6)
			Approach		B (15.8)			A (9.2)			C (33.5)					
		Volume to Capacity ratio	Movement		0.65			0.65	0.23	0.80		0.53				
		Queue Length 95th (ft)	Movement		358			m147	m0	416		230				
	NE 3rd Avenue	LOS (Delay)	Movement	E (68.6)	C (25.7)		E (74.6)	C (34.7)		F (87.6)	D (51.1)	D (36.2)	D (37.5)	D (47.9)	D (46.4)	D (40.0)
			Approach		C (34.4)			D (37.0)			E (61.6)			D (46.0)		
		Volume to Capacity ratio	Movement	0.92	0.78		0.76	0.79		0.96	0.77	0.06	0.42	0.68	0.63	
		Queue Length 95th (ft)	Movement	#290	420		#165	#537		#248	321	0	68	254	217	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.4: 2040 Build 1 – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (113.9)	C (26.3)		F (125.2)	C (20.4)	B (12.1)	E (74.4)	F (93.9)	E (61.4)	F (84.5)	F (84.4)	D (53.5)	D (39.3)
			Approach	D (36.3)			C (34.2)			E (73.6)			E (74.7)			
		Volume to Capacity ratio	Movement	0.97	0.77		1.02	0.59	0.42	0.30	0.77	0.30	0.36	0.35	0.02	
		Queue Length 95th (ft)	Movement	#583	914		#353	354	118	93	255	140	72	72	1	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (1.1)		C (27.8)					D (52.9)		D (43.6)	C (20.9)
			Approach	A (0.5)			C (27.8)						D (47.6)			
		Volume to Capacity ratio	Movement		0.31	0.59		0.62					0.84		0.71	
		Queue Length 95th (ft)	Movement		0	239		429					719		473	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (13.9)			A (9.4)	A (0.4)	C (20.1)		C (27.5)				B (13.2)
			Approach	B (13.9)			A (6.4)			C (24.1)						
		Volume to Capacity ratio	Movement		0.55			0.63	0.56	0.37		0.76				
		Queue Length 95th (ft)	Movement		255			m256	m0	121		282				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (137.4)	B (14.6)	A (10.0)	F (88.4)	C (32.7)		F (532.4)	E (72.4)	E (69.5)	F (84.2)	F (83.3)	F (83.3)	F (80.4)
			Approach	C (32.0)			C (34.9)			F (368.6)			F (83.6)			
		Volume to Capacity ratio	Movement	1.07	0.57	0.08	0.64	0.76		1.99	0.39	0.11	0.52	0.07	0.06	
		Queue Length 95th (ft)	Movement	#667	428	m23	167	739		#1063	169	79	85	22	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (69.3)	D (39.8)		F (228.9)	B (19.1)	A (0.3)	E (65.3)	E (56.5)	F (246.5)	F (84.7)	F (85.6)	E (65.3)	E (59.2)
			Approach	D (40.4)			D (41.4)			F (175.0)			E (77.4)			
		Volume to Capacity ratio	Movement	0.56	0.92		1.29	0.91	0.04	0.70	0.06	1.36	0.91	0.91	0.81	
		Queue Length 95th (ft)	Movement	#98	#897		m#253	#900	m0	157	29	#516	#415	#425	#333	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.5)		C (28.8)					D (50.4)		C (29.3)	B (17.9)
			Approach	A (0.2)			C (28.8)						D (40.3)			
		Volume to Capacity ratio	Movement		0.42	0.55		0.83					0.90		0.53	
		Queue Length 95th (ft)	Movement		m0	m0		661					733		286	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (13.3)			B (12.1)	A (0.6)	B (18.4)		C (26.3)				B (13.4)
			Approach	B (13.3)			A (9.1)			C (22.4)						
		Volume to Capacity ratio	Movement		0.70			0.80	0.51	0.45		0.80				
		Queue Length 95th (ft)	Movement		273			m319	m0	118		#240				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (111.6)	C (22.6)	B (12.0)	F (136.9)	C (28.7)		F (131.4)	D (48.5)	D (49.1)	D (46.9)	D (48.9)	E (73.9)	D (37.8)
			Approach	C (24.6)			C (34.9)			F (104.6)			E (64.4)			
		Volume to Capacity ratio	Movement	0.92	0.86	0.32	1.00	0.86		1.08	0.03	0.10	0.43	0.16	0.84	
		Queue Length 95th (ft)	Movement	m#162	#919	m180	#290	#954		#351	25	56	144	75	291	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.5: 2040 Build 1 – SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (178.3)	F (150.1)	C (21.7)	F (92.9)	E (76.5)	B (12.1)	F (84.2)	F (195.2)	F (155.8)	F (212.6)	E (59.1)	A (0.3)	F (121.8)
			Approach	F (146.3)			E (69.0)			F (167.7)			F (100.3)			
		Volume to Capacity ratio	Movement	1.17	1.22	0.13	0.87	1.07	0.33	0.77	1.27	1.19	1.28	0.75	0.20	
		Queue Length 95th (ft)	Movement	#342	#1295	58	#286	#1168	149	#169	#780	#810	#474	413	0	
	East Newport Center Drive	LOS (Delay)	Movement	D (37.6)	A (6.3)	A (4.3)	C (33.3)	A (5.5)	A (4.7)			C (28.3)			C (31.0)	A (9.9)
			Approach	A (8.7)			A (9.3)			C (28.3)			C (31.0)			
		Volume to Capacity ratio	Movement	0.65	0.82	0.47	0.67	0.48	0.31			0.09			0.13	
		Queue Length 95th (ft)	Movement	m99	m209	m80	m138	m213	m92			27			27	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		F (92.4)	A (0.6)	E (77.9)	B (10.2)					D (39.3)		F (104.0)	E (57.6)
			Approach	E (69.9)			C (30.7)						F (84.4)			
		Volume to Capacity ratio	Movement		1.08	0.48	0.98	0.70					0.38		1.08	
		Queue Length 95th (ft)	Movement		#718	0	m#424	m275					234		#838	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (8.2)	A (0.2)		A (3.1)	A (0.2)	F (84.1)		E (65.5)				B (19.4)
			Approach	A (4.0)			A (2.7)			E (77.5)						
		Volume to Capacity ratio	Movement		0.40	0.52		0.35	0.19	0.96		0.73				
		Queue Length 95th (ft)	Movement		m112	m489		80	m0	#420		272				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (43.9)	B (19.9)	D (49.9)	C (34.4)	C (24.6)	B (14.6)	D (48.3)	C (32.9)	C (31.6)	C (32.2)	D (44.3)	D (35.4)	C (29.7)
			Approach	C (28.5)			C (25.0)			D (39.1)			D (36.6)			
		Volume to Capacity ratio	Movement	0.74	0.59	0.19	0.48	0.81	0.06	0.84	0.39	0.10	0.72	0.76	0.60	
		Queue Length 95th (ft)	Movement	112	191	60	71	334	0	#161	69	0	#177	#188	#178	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (219.8)	D (41.4)	C (20.4)	E (65.5)	F (209.7)	B (14.9)	F (183.9)	F (122.8)	D (45.2)	F (223.4)	F (256.5)	A (0.6)	F (130.5)
			Approach	E (67.6)			F (160.7)			F (110.3)			F (174.0)			
		Volume to Capacity ratio	Movement	1.28	0.83	0.15	0.87	1.38	0.53	1.14	1.08	0.63	1.26	1.41	0.34	
		Queue Length 95th (ft)	Movement	#381	705	52	#335	#2001	228	#232	#570	315	#282	#850	0	
	East Newport Center Drive	LOS (Delay)	Movement	C (21.4)	A (6.0)	A (3.7)	C (23.3)	B (14.1)	B (13.7)			C (30.2)			D (36.9)	B (15.3)
			Approach	A (6.4)			B (14.5)			C (30.2)			D (36.9)			
		Volume to Capacity ratio	Movement	0.07	0.73	0.05	0.18	0.77	0.08			0.64			0.86	
		Queue Length 95th (ft)	Movement	m23	m196	m39	m47	m411	m21			142			189	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		F (114.9)	A (0.7)	E (77.2)	B (11.9)					C (34.8)		F (152.6)	E (75.8)
			Approach	F (86.1)			C (33.4)						F (128.3)			
		Volume to Capacity ratio	Movement		1.14	0.48	0.98	0.65					0.26		1.21	
		Queue Length 95th (ft)	Movement		#730	0	m0	m232					161		#1055	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (1.3)	A (0.0)		A (2.6)	A (0.2)	F (100.8)		F (116.3)				C (29.7)
			Approach	A (0.8)			A (2.2)			F (107.5)						
		Volume to Capacity ratio	Movement		0.45	0.38		0.30	0.21	1.02		1.06				
		Queue Length 95th (ft)	Movement		m5	m68		m57	m0	#470		#470				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (39.9)	C (26.1)	B (17.7)	E (55.5)	C (28.6)	B (18.7)	E (60.1)	C (29.7)	C (28.8)	C (22.0)	E (63.9)	C (33.0)	C (32.6)
			Approach	C (26.8)			C (31.6)			D (45.3)			D (39.8)			
		Volume to Capacity ratio	Movement	0.71	0.95	0.16	0.84	0.80	0.08	0.94	0.26	0.09	0.57	0.93	0.61	
		Queue Length 95th (ft)	Movement	m86	m395	m43	#123	277	7	#272	64	0	154	#304	#198	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.6: 2040 Build 1 – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.9)		E (70.6)	A (1.5)		E (57.1)		D (46.4)				B (15.1)
			Approach		B (16.9)			A (7.0)			D (51.0)					
		Volume to Capacity ratio	Movement		0.60		0.79	0.53		0.69		0.13				
		Queue Length 95th (ft)	Movement		377		#237	32		181		65				
	NW 5th Avenue	LOS (Delay)	Movement	E (58.5)	A (2.2)			B (10.3)	A (4.9)				D (51.2)		D (47.0)	B (10.6)
			Approach		A (4.4)			B (10.1)						D (49.5)		
		Volume to Capacity ratio	Movement	0.78	0.53			0.50	0.06				0.61		0.22	
		Queue Length 95th (ft)	Movement	m#174	46			298	m6				140		82	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (6.2)	A (2.0)		A (7.9)					C (20.2)		C (26.7)	A (9.4)
			Approach		A (4.6)			A (7.9)						C (23.6)		
		Volume to Capacity ratio	Movement		0.48	0.67		0.53					0.59		0.80	
		Queue Length 95th (ft)	Movement		159	456		168					127		#189	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (6.7)			A (7.1)	A (0.2)	C (22.6)		C (22.1)				A (9.3)
			Approach		A (6.7)			A (5.5)			C (22.4)					
		Volume to Capacity ratio	Movement		0.45			0.68	0.38	0.68		0.64				
		Queue Length 95th (ft)	Movement		97			m160	m0	143		126				
	NE 3rd Avenue	LOS (Delay)	Movement	F (86.0)	C (21.2)		E (58.0)	E (60.4)		D (42.9)	D (36.1)	C (31.9)	C (29.6)	D (36.1)	F (101.3)	D (52.8)
			Approach		D (36.9)			E (60.3)			D (38.5)			E (76.5)		
		Volume to Capacity ratio	Movement	1.00	0.62		0.55	1.01		0.73	0.45	0.05	0.32	0.44	1.05	
		Queue Length 95th (ft)	Movement	#281	307		91	#645		#224	225	0	98	219	#604	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (19.2)		F (94.8)	A (2.1)		E (63.3)		D (52.6)				B (16.9)
			Approach		B (19.2)			B (11.0)			E (57.8)					
		Volume to Capacity ratio	Movement		0.65		0.95	0.65		0.67		0.08				
		Queue Length 95th (ft)	Movement		448		#397	45		164		58				
	NW 5th Avenue	LOS (Delay)	Movement	F (105.3)	A (1.8)			B (12.8)	A (6.3)				E (56.7)		D (52.7)	B (13.3)
			Approach		A (9.0)			B (12.1)						D (54.9)		
		Volume to Capacity ratio	Movement	1.03	0.52			0.67	0.20				0.57		0.11	
		Queue Length 95th (ft)	Movement	#335	38			470	m11				122		65	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (10.9)	A (0.9)		B (13.9)					B (18.9)		C (33.8)	B (14.4)
			Approach		A (8.2)			B (13.9)						C (27.5)		
		Volume to Capacity ratio	Movement		0.62	0.47		0.83					0.55		0.90	
		Queue Length 95th (ft)	Movement		304	60		291					143		#279	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (17.9)			B (14.6)	A (0.2)	D (38.6)		C (30.4)				C (21.0)
			Approach		B (17.9)			B (11.8)			D (35.6)					
		Volume to Capacity ratio	Movement		0.74			0.75	0.29	0.84		0.61				
		Queue Length 95th (ft)	Movement		411			m213	m0	522		311				
	NE 3rd Avenue	LOS (Delay)	Movement	F (82.4)	C (27.7)		F (120.6)	D (40.8)		F (126.7)	E (60.4)	D (40.3)	D (41.9)	E (58.0)	E (67.9)	D (48.7)
			Approach		D (38.4)			D (45.5)			F (81.1)			E (61.5)		
		Volume to Capacity ratio	Movement	0.97	0.84		0.93	0.88		1.09	0.82	0.08	0.51	0.76	0.83	
		Queue Length 95th (ft)	Movement	#343	#602		#217	#690		#280	358	0	87	291	303	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Tables 5.7 summarizes the results of the off-ramp signals back of queue analyses for the AM and PM peak hours for 2020 and 2040 Build 1 conditions. HCM methodology does not provide queue lengths. The 95th percentile queues were obtained from Synchro reports. The Synchro reported queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length. The results present the queue length in feet for each lane group movement. The available storage length was calculated from the stop bar at the ramp terminal intersection to the gore with I-95 mainline, accounting for the changes in number of lanes. The analysis indicates that the queues on the off-ramps are not expected to exceed the available storage lengths and are not likely to affect the I-95 mainline operations.

Table 5.7: 2020 & 2040 Build 1 – Off-Ramp Signals Queuing Analysis Results

Intersection	Approach	Movement	Available Storage (ft)	Queue (ft)	
				AM	PM
2020 Build 1					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	653	499
		R (WB)	1,860	788	375
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	L (WB)	3,275	310	271
		R (EB)	2,925	426	#340
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	2,975	334	221
		R (WB)	2,975	#1,195	#1,462
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	2,550	761	798
		R (EB)	2,550	513	#834
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	210	229
		R (WB)	1,320	243	#428
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	241	807
		R (EB)	1,405	183	405
2040 Build 1					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	719	733
		R (WB)	1,860	833	503
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	L (WB)	3,275	341	333
		R (EB)	2,925	496	#422
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	2,975	454	312
		R (WB)	2,975	#1,475	#1,856
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	2,550	#1,184	#1,325
		R (EB)	2,550	620	#1,072
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	246	277
		R (WB)	1,320	#333	#491
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	277	1,013
		R (EB)	1,405	222	547

Queue Notes:

Synchro queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length.

#: 95th percentile volume exceeds capacity

Example of Storage Length Calculation for SBRT at Hillsboro Blvd. = [(1920/2) + 310+ (295*2)] = 1,860 feet.

5.5 Build 2 Alternative – Traffic Operational Analysis

The proposed improvements under Build 2 are similar to Build 1 and are expected to provide better operating conditions than the No-Build conditions. They are also likely to prevent any spillbacks from the ramp terminals on to the mainline and improve safety by reducing congestion and the number of conflict points.

5.5.1 2020 & 2040 – Freeway Analysis – I-95

The mainline/basic, weaving, and ramp merge/diverge analysis results for Opening Year 2020 are summarized on **Figures 5.13** and **5.14** for the NB and SB directions, respectively. **Figures 5.15** and **5.16** summarize the Design Year 2040 analysis results for NB and SB directions, respectively. Documentation of the Build 2 Alternative traffic freeway operational analysis is provided in **Appendix M**. The Design Year 2040 Build 2 Alternative analysis indicates that 5 of the 14 freeway segments in the NB direction are projected to operate at LOS E or F during one or both peak hours. In the SB direction, 2 of the 14 freeway segments are projected to operate at LOS E or F during one or both peak hours.

5.5.2 2020 & 2040 - Intersection Analysis

Tables 5.8 through **5.10** summarize the results of the 2020 Build 2 signalized intersection analyses for the AM and PM peak hours for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. **Tables 5.11** through **5.13** summarize the results of the 2040 Build 2 signalized intersection analyses for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. Signal timing was optimized for all intersections. The results include delays (in seconds per vehicle) and LOS by movement, approach, and the overall intersection. The volume to capacity (v/c) ratios and 95th percentile queue lengths have also been summarized by movement. **Appendix N** presents the intersection analysis worksheets. The intersection analysis results indicate the following for the 2040 Design Year:

- Hillsboro Boulevard: Two of the four signalized intersections are expected to operate at LOS E or worse during the AM or PM peak hours. The I-95 NB and SB off-ramp intersections are expected to operate at LOS D or better during both the AM and PM peak hours.
- SW 10th Street: Of the five signalized intersections, only the intersection at Military Trail is expected to operate at LOS F during both the AM and PM peak hours. The I-95 NB and SB off-ramp approaches are expected to operate at LOS E or worse during both peak hours.
- Sample Road: All five signalized intersections including the I-95 NB and SB off-ramp approaches are expected to operate at LOS D or better during both peak hours.

Figure 5.13: 2020 Build 2 Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	5,580 (5,220)	C (21.7)	C (20.1)
Weave - Hillsboro Boulevard EB & WB to I-95 Express Lanes	6,620 (6,010)	D (30.5)	C (27.4)
Basic Freeway	5,370 (4,750)	D (29.8)	C (25.2)
Merge from SW 10th St EB & WB	5,370 (4,750)	D (28.3)	C (25.5)
Basic Freeway	4,360 (3,600)	C (22.7)	C (18.3)
Diverge to Hillsboro Blvd EB & WB	5,610 (4,850)	E (36.0)	D (32.8)
Northbound Express to Westbound SW 10th Street - 60 (110) vph			
SW 10th Street			
Eastbound SW 10th Street to Northbound Express - 810 (440) vph			
Basic Freeway	5,610 (4,850)	D (31.9)	C (25.9)
Major Diverge to SW 10th Street EB & WB	6,770 (6,180)	D (31.6)	D (28.9)
Basic Freeway	6,770 (6,180)	F (45.5)	E (37.7)
Merge from I-95 Express Lanes	6,770 (6,180)	C (26.6)	C (23.3)
Basic Freeway	5,910 (5,550)	C (23.1)	C (21.5)
Lane Add from Sample Road WB	5,910 (5,550)	Under Capacity	Under Capacity
Basic Freeway	4,690 (4,610)	C (24.8)	C (24.2)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	5,490 (6,170)	C (27.0)	D (33.8)

GPL: General Purpose Lane

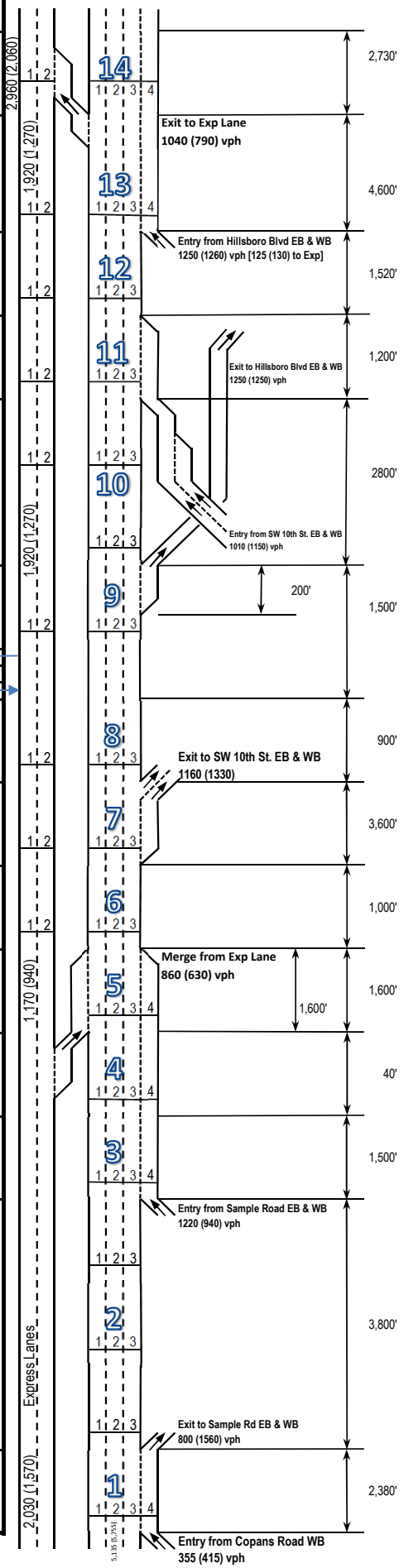
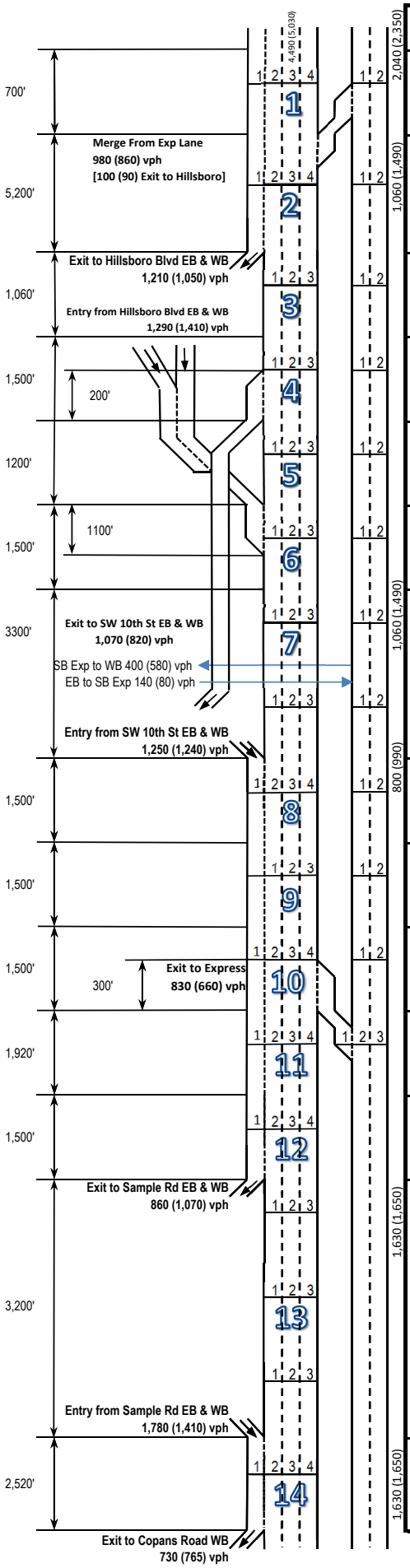


Figure 5.14: 2020 Build 2 Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,490 (5,030)	B (17.1)	C (19.3)
Weave - I-95 Express Lanes to Hillsboro Boulevard EB & WB	5,470 (5,890)	C (24.4)	C (26.3)
Basic Freeway	4,260 (4,840)	C (22.0)	C (25.8)
Diverge to SW 10th St EB & WB	4,260 (4,840)	D (29.7)	D (31.8)
Basic Freeway	3,190 (4,020)	B (16.2)	C (20.6)
Merge from Hillsboro Blvd EB & WB	4,480 (5,430)	C (24.2)	D (29.1)
Basic Freeway	4,480 (5,430)	C (23.4)	D (30.3)
Lane Add Merge from SW 10th Street EB & WB	5,730 (6,670)	Under Capacity	Under Capacity
Basic Freeway	5,730 (6,670)	C (22.3)	D (27.0)
Diverge to I-95 Express Lanes	5,730 (6,670)	D (31.7)	D (34.8)
Basic Freeway	4,900 (6,010)	C (18.7)	C (23.6)
Diverge - Lane Drop to Sample Road EB & WB	4,900 (6,010)	C (22.9)	D (28.1)
Basic Freeway	4,040 (4,940)	C (20.8)	D (26.5)
Weave - Entry Sample Road EB to Exit Copans Road WB	5,820 (6,350)	F (N/A)	E (3.7)

GPL: General Purpose Lane

Figure 5.15: 2040 Build 2 Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	6,040 (5,560)	C (23.9)	C (21.63)
Weave - Hillsboro Boulevard EB & WB to I-95 Express Lanes	7,260 (6,550)	E (37.2)	D (31.7)
Basic Freeway	5,870 (5,110)	D (34.4)	D (27.8)
Merge from SW 10th St EB & WB	5,870 (5,110)	D (31.3)	D (28.0)
Basic Freeway	4,690 (3,750)	C (24.8)	C (19.1)
Diverge to Hillsboro Blvd EB & WB	6,020 (5,070)	E (37.8)	D (34.0)
Northbound Express to Westbound SW 10th Street - 90 (180) vph			
SW 10th Street			
Eastbound SW 10th Street to Northbound Express - 900 (520) vph			
Basic Freeway	6,020 (5,070)	E (35.9)	D (27.5)
Major Diverge to SW 10th Street EB & WB	7,390 (6,650)	D (34.5)	D (31.1)
Basic Freeway	7,390 (6,650)	F (57.0)	E (43.7)
Merge from I-95 Express Lanes	7,390 (6,650)	D (29.2)	C (25.4)
Basic Freeway	6,510 (5,990)	D (26.1)	C (23.5)
Lane Add from Sample Road WB	6,510 (5,990)	Under Capacity	Under Capacity
Basic Freeway	5,060 (4,850)	D (27.4)	C (25.9)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	6,030 (6,660)	D (30.9)	F (N/A)

GPL: General Purpose Lane

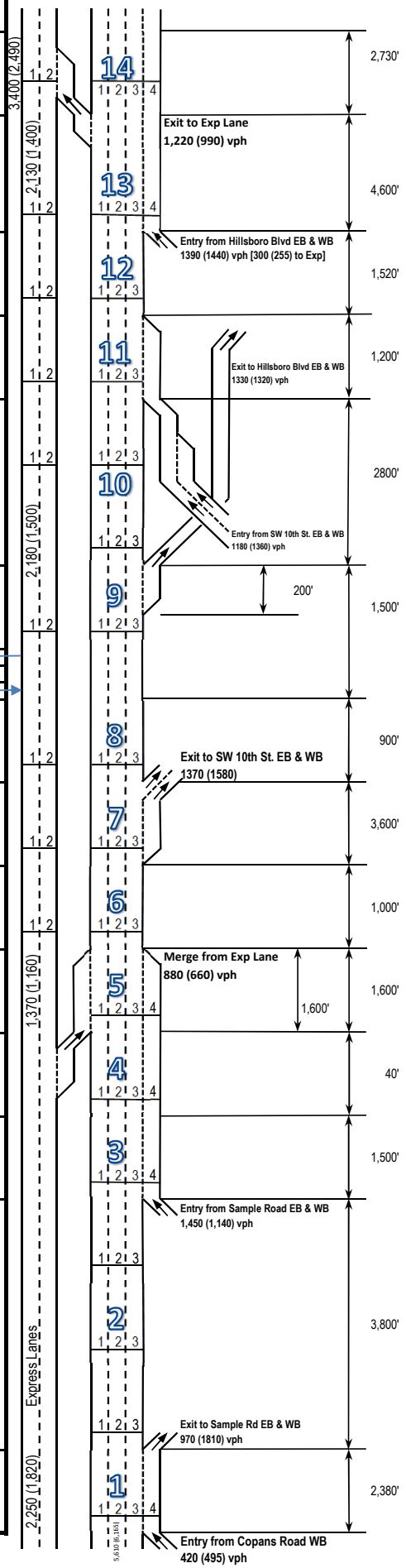
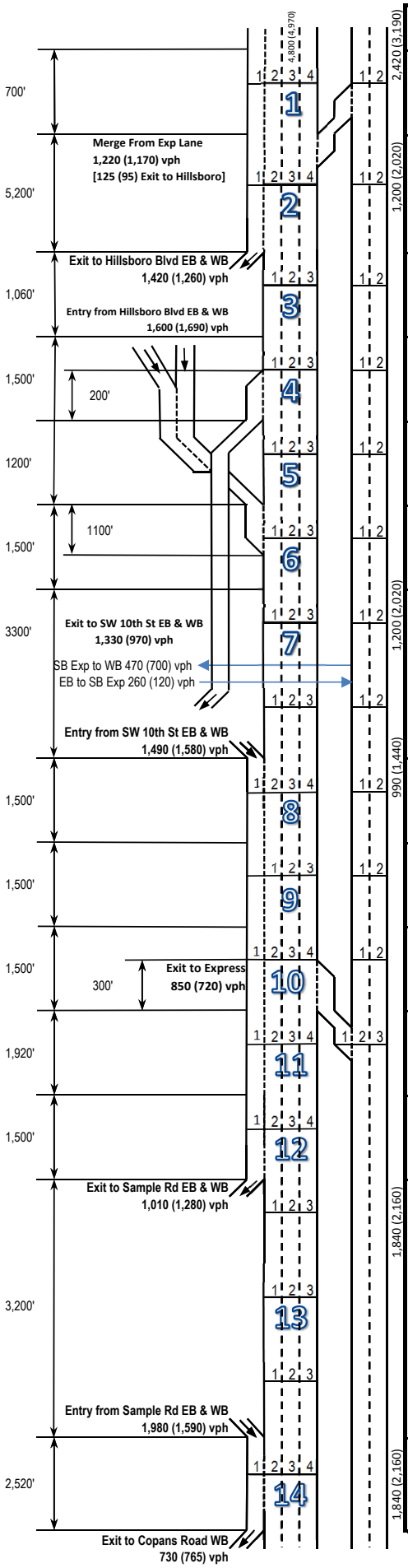


Figure 5.16: 2040 Build 2 Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,800 (4,970)	C (18.3)	C (19.0)
Weave - I-95 Express Lanes to Hillsboro Boulevard EB & WB	6,020 (6,140)	C (27.4)	C (27.7)
Basic Freeway	4,600 (4,880)	C (24.2)	D (26.1)
Diverge to SW 10th St EB & WB	4,600 (4,880)	D (31.9)	D (32.3)
Basic Freeway	3,270 (3,910)	B (16.6)	C (20.0)
Merge from Hillsboro Blvd EB & WB	4,870 (5,600)	C (27.0)	D (30.8)
Basic Freeway	4,870 (5,600)	D (26.0)	D (31.8)
Lane Add Merge from SW 10th Street EB & WB	6,360 (7,180)	Under Capacity	Under Capacity
Basic Freeway	6,360 (7,180)	C (25.3)	D (30.0)
Diverge to I-95 Express Lanes	6,360 (7,180)	D (34.6)	E (37.4)
Basic Freeway	5,510 (6,460)	C (21.3)	D (25.8)
Diverge - Lane Drop to Sample Road EB & WB	5,510 (6,460)	C (25.8)	D (30.2)
Basic Freeway	4,500 (5,180)	C (23.5)	D (28.3)
Weave - Entry Sample Road EB to Exit Copans Road WB	6,480 (6,770)	F (N/A)	F (N/A)

GPL: General Purpose Lane

Table 5.8: 2020 Build 2 – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (92.6)	C (21.5)		F (98.4)	B (20.0)	A (9.0)	E (70.3)	F (87.6)	E (56.4)	E (79.4)	E (79.3)	D (53.3)	C (33.5)
			Approach	C (29.9)			C (29.0)			E (69.9)			E (70.7)			
		Volume to Capacity ratio	Movement	0.89	0.66		0.91	0.50	0.39	0.27	0.75	0.12	0.29	0.29	0.01	
		Queue Length 95th (ft)	Movement	#452	649		#282	474	130	81	236	66	60	60	0	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.7)		B (14.3)					E (56.5)		D (48.1)	B (18.1)
			Approach	A (0.3)			B (14.3)						D (51.6)			
		Volume to Capacity ratio	Movement		0.27	0.44		0.49					0.82		0.71	
		Queue Length 95th (ft)	Movement		0	9		430					609		420	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		A (7.8)			A (6.3)	A (0.5)	B (19.7)		C (26.1)				B (10.3)
			Approach	A (7.8)			A (4.4)			C (23.3)						
		Volume to Capacity ratio	Movement		0.48			0.54	0.49	0.32		0.72				
		Queue Length 95th (ft)	Movement		241			m143	m0	93		230				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (110.7)	B (13.8)	B (15.1)	F (80.7)	C (28.4)		F (463.3)	E (66.9)	E (66.1)	E (77.3)	E (78.3)	E (78.2)	E (70.6)
			Approach	C (28.1)			C (30.4)			F (324.7)			E (77.9)			
		Volume to Capacity ratio	Movement	0.99	0.51	0.07	0.59	0.68		1.84	0.38	0.09	0.38	0.06	0.04	
		Queue Length 95th (ft)	Movement	#579	357	16	143	582		#900	155	72	66	22	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (55.5)	C (30.4)		F (206.4)	C (21.6)	A (0.2)	D (54.6)	D (48.8)	F (155.2)	E (63.2)	E (63.9)	D (40.9)	D (46.1)
			Approach	C (30.9)			D (39.9)			F (113.5)			D (54.9)			
		Volume to Capacity ratio	Movement	0.42	0.82		1.25	0.90	0.03	0.64	0.06	1.14	0.84	0.84	0.52	
		Queue Length 95th (ft)	Movement	72	#640		#215	#742	m0	124	26	#324	306	313	146	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.4)		B (19.1)					D (42.4)		C (28.5)	B (13.7)
			Approach	A (0.2)			B (19.1)						D (35.6)			
		Volume to Capacity ratio	Movement		0.38	0.41		0.69					0.84		0.50	
		Queue Length 95th (ft)	Movement		0	m0		563					484		207	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		A (9.8)			A (9.2)	A (0.5)	B (16.5)		C (23.3)				B (10.8)
			Approach	A (9.8)			A (7.1)			C (20.1)						
		Volume to Capacity ratio	Movement		0.62			0.73	0.44	0.40		0.78				
		Queue Length 95th (ft)	Movement		183			m259	m0	87		#193				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (85.7)	B (15.7)	A (7.8)	F (136.9)	C (21.5)		F (149.6)	D (44.2)	D (44.5)	D (42.5)	D (44.5)	E (62.2)	C (31.8)
			Approach	B (17.3)			C (27.7)			F (115.9)			E (55.3)			
		Volume to Capacity ratio	Movement	0.81	0.77	0.24	1.01	0.78		1.14	0.04	0.08	0.44	0.19	0.78	
		Queue Length 95th (ft)	Movement	m#125	522	m103	#234	660		#294	23	36	116	68	215	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.9: 2020 Build 2 – SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (88.3)	F (99.1)	C (22.6)	E (55.1)	D (49.0)	B (15.3)	E (69.4)	F (117.7)	F (80.7)	F (121.9)	D (54.7)	A (0.3)	E (74.8)
			Approach	F (93.4)			D (42.2)			F (96.7)			E (66.6)			
		Volume to Capacity ratio	Movement	0.91	1.10	0.09	0.65	0.92	0.47	0.64	1.08	0.98	1.06	0.70	0.20	
		Queue Length 95th (ft)	Movement	#297	#936	33	227	#682	136	137	#544	#509	#392	356	0	
	East Newport Center Drive	LOS (Delay)	Movement	C (33.8)	A (3.9)	A (1.8)	C (26.4)	A (2.7)	A (2.4)			C (26.2)			C (28.3)	A (7.4)
			Approach	A (6.6)			A (6.1)			C (26.2)			C (28.3)			
		Volume to Capacity ratio	Movement	0.59	0.66	0.48	0.60	0.43	0.30			0.07			0.14	
		Queue Length 95th (ft)	Movement	m85	m131	m18	m132	72	m31			23			27	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		D (35.6)	A (0.7)	D (40.5)	A (8.8)					D (36.6)		D (52.3)	C (25.8)
			Approach	C (25.6)			B (16.3)						D (47.6)			
		Volume to Capacity ratio	Movement		0.86	0.44	0.64	0.67					0.29		0.84	
		Queue Length 95th (ft)	Movement		392	0	208	219					167		501	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (6.5)	A (0.2)		A (3.8)	A (0.2)	E (61.0)		E (56.3)				B (16.3)
			Approach	A (4.1)			A (3.3)			E (59.3)						
		Volume to Capacity ratio	Movement		0.42	0.28		0.32	0.18	0.78		0.61				
		Queue Length 95th (ft)	Movement		133	3		83	m0	309		225				
	FAU Research Park Boulevard	LOS (Delay)	Movement	C (33.5)	B (19.0)	D (41.6)	C (33.9)	C (25.3)	B (15.6)	C (30.8)	C (30.7)	C (29.7)	C (25.9)	D (38.7)	C (29.8)	C (26.4)
			Approach	C (24.6)			C (25.4)			C (30.5)			C (30.5)			
		Volume to Capacity ratio	Movement	0.57	0.60	0.18	0.43	0.81	0.05	0.72	0.34	0.08	0.62	0.70	0.24	
		Queue Length 95th (ft)	Movement	77	218	47	46	280	0	#173	58	0	142	#148	75	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	B (15.5)	D (35.3)	B (18.6)	E (56.3)	F (132.2)	B (17.7)	F (119.2)	F (134.3)	D (39.9)	F (159.3)	F (171.5)	A (0.7)	F (90.1)
			Approach	D (52.6)			F (101.4)			F (100.6)			F (111.6)			
		Volume to Capacity ratio	Movement	1.14	0.80	0.13	0.86	1.22	0.48	0.97	1.12	0.59	1.17	1.23	0.39	
		Queue Length 95th (ft)	Movement	#292	524	25	#285	#1291	136	#156	#378	#201	#331	#573	0	
	East Newport Center Drive	LOS (Delay)	Movement	B (14.2)	A (3.1)	A (1.8)	B (19.5)	B (13.1)	B (13.2)			C (25.7)			C (27.8)	B (12.4)
			Approach	A (3.4)			B (13.4)			C (25.7)			C (27.8)			
		Volume to Capacity ratio	Movement	0.07	0.70	0.05	0.15	0.71	0.06			0.61			0.85	
		Queue Length 95th (ft)	Movement	m16	m121	m0	m32	317	m19			102			154	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		D (40.2)	A (0.6)	D (40.6)	A (4.9)					D (40.0)		E (67.9)	C (27.9)
			Approach	C (30.5)			B (13.6)						E (60.4)			
		Volume to Capacity ratio	Movement		0.94	0.44	0.55	0.57					0.28		0.93	
		Queue Length 95th (ft)	Movement		#452	0	0	179					120		#423	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.5)	A (0.1)		A (4.4)	A (0.1)	D (46.6)		D (52.0)				B (13.3)
			Approach	A (0.4)			A (3.8)			D (49.1)						
		Volume to Capacity ratio	Movement		0.50	0.32		0.33	0.20	0.65		0.78				
		Queue Length 95th (ft)	Movement		m4	m8		m84	m0	249		288				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (43.8)	C (23.0)	B (14.2)	D (48.9)	C (25.8)	B (15.7)	E (56.1)	C (24.4)	C (23.9)	C (23.1)	E (64.1)	C (25.1)	C (29.6)
			Approach	C (24.9)			C (28.7)			D (40.7)			D (35.8)			
		Volume to Capacity ratio	Movement	0.85	0.95	0.16	0.87	0.84	0.08	0.94	0.22	0.10	0.65	0.94	0.37	
		Queue Length 95th (ft)	Movement	m#120	#296	m20	#120	#236	0	#201	42	0	#135	#235	#119	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.10: 2020 Build 2 – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.1)		D (53.2)	A (1.1)		E (56.6)		D (46.9)				B (14.0)
			Approach		B (16.1)			A (5.2)			D (51.1)					
		Volume to Capacity ratio	Movement		0.53		0.64	0.47		0.67		0.12				
		Queue Length 95th (ft)	Movement		318		#154	27		170		64				
	NW 5th Avenue	LOS (Delay)	Movement	D (49.7)	A (2.0)			A (9.1)	A (4.4)				D (51.2)		D (47.0)	A (10.0)
			Approach		A (3.8)			A (8.9)						D (49.6)		
		Volume to Capacity ratio	Movement	0.70	0.47			0.44	0.05				0.59		0.13	
		Queue Length 95th (ft)	Movement	#152	42			238	m4				130		64	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (5.2)	A (1.5)		A (6.7)					B (20.0)		C (23.2)	A (8.1)
			Approach		A (3.8)			A (6.7)						C (21.6)		
		Volume to Capacity ratio	Movement		0.42	0.59		0.47					0.52		0.69	
		Queue Length 95th (ft)	Movement		126	363		145					107		134	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (5.0)			A (4.5)	A (0.2)	C (22.0)		C (21.4)				A (7.6)
			Approach		A (5.0)			A (3.7)			C (21.8)					
		Volume to Capacity ratio	Movement		0.37			0.62	0.29	0.62		0.56				
		Queue Length 95th (ft)	Movement		56			m143	m0	121		104				
	NE 3rd Avenue	LOS (Delay)	Movement	E (67.5)	B (18.9)		E (56.4)	D (40.6)		D (37.6)	D (36.3)	C (32.2)	C (30.9)	D (37.0)	F (81.2)	D (41.6)
			Approach		C (31.5)			D (41.1)			D (36.3)			E (64.1)		
		Volume to Capacity ratio	Movement	0.91	0.49		0.49	0.87		0.63	0.43	0.04	0.28	0.44	0.98	
		Queue Length 95th (ft)	Movement	#243	259		79	501		183	214	0	86	212	#526	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (18.2)		E (72.1)	A (1.4)		E (62.8)		D (53.2)				B (15.5)
			Approach		B (18.2)			A (8.8)			E (57.9)					
		Volume to Capacity ratio	Movement		0.59		0.87	0.56		0.65		0.08				
		Queue Length 95th (ft)	Movement		389		#359	30		152		57				
	NW 5th Avenue	LOS (Delay)	Movement	E (55.7)	A (1.6)			B (11.5)	A (5.2)				E (56.7)		D (53.4)	B (11.1)
			Approach		A (5.4)			B (10.8)						E (55.2)		
		Volume to Capacity ratio	Movement	0.82	0.47			0.59	0.17				0.54		0.10	
		Queue Length 95th (ft)	Movement	#277	35			382	m23				112		64	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (10.0)	A (0.7)		B (13.8)					B (18.5)		C (25.4)	B (12.8)
			Approach		A (7.7)			B (13.8)						C (22.5)		
		Volume to Capacity ratio	Movement		0.56	0.41		0.72					0.45		0.79	
		Queue Length 95th (ft)	Movement		290	33		m226					111		#196	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (7.5)			A (9.0)	A (0.2)	D (45.1)		C (20.8)				B (16.3)
			Approach		A (7.5)			A (7.5)			D (36.5)					
		Volume to Capacity ratio	Movement		0.65			0.65	0.22	0.98		0.66				
		Queue Length 95th (ft)	Movement		61			267	m0	#338		167				
	NE 3rd Avenue	LOS (Delay)	Movement	E (64.0)	C (24.2)		E (76.6)	D (37.2)		E (67.9)	D (51.1)	D (38.1)	D (42.9)	E (57.4)	D (51.7)	D (40.0)
			Approach		C (32.3)			D (39.5)			D (55.0)			D (52.9)		
		Volume to Capacity ratio	Movement	0.87	0.76		0.74	0.79		0.89	0.74	0.06	0.40	0.74	0.62	
		Queue Length 95th (ft)	Movement	#282	511		#173	#566		#245	339	0	73	280	219	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.11: 2040 Build 2 – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (96.0)	C (25.2)		F (127.3)	C (27.6)	B (11.8)	E (74.4)	F (93.9)	E (60.6)	F (84.5)	F (84.4)	D (53.5)	D (40.6)
			Approach	C (33.8)			D (39.8)			E (73.2)			E (74.1)			
		Volume to Capacity ratio	Movement	0.91	0.73		0.98	0.55	0.43	0.30	0.77	0.29	0.36	0.35	0.02	
		Queue Length 95th (ft)	Movement	#525	827		#347	520	52	93	255	136	72	72	1	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (1.0)		C (22.3)					D (50.9)		D (42.0)	B (19.2)
			Approach	A (0.5)			C (22.3)						D (45.8)			
		Volume to Capacity ratio	Movement		0.29	0.57		0.58					0.82		0.69	
		Queue Length 95th (ft)	Movement		0	605		523					693		448	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (10.5)			B (10.5)	A (0.4)	B (19.4)		C (27.5)				B (12.4)
			Approach	B (10.5)			A (7.1)			C (24.2)						
		Volume to Capacity ratio	Movement		0.54			0.63	0.56	0.30		0.76				
		Queue Length 95th (ft)	Movement		345			m249	m0	98		282				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (136.5)	B (14.3)	A (8.6)	F (88.4)	C (32.7)		F (532.4)	E (72.4)	E (69.5)	F (84.2)	F (83.3)	F (83.3)	F (80.4)
			Approach	C (31.7)			C (34.9)			F (368.6)			F (83.6)			
		Volume to Capacity ratio	Movement	1.07	0.56	0.08	0.64	0.76		1.99	0.39	0.11	0.52	0.07	0.06	
		Queue Length 95th (ft)	Movement	#666	382	m18	167	739		#1063	169	79	85	22	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (69.3)	D (39.5)		F (172.4)	C (20.7)	A (1.1)	E (65.3)	E (56.5)	F (220.1)	F (84.7)	F (85.6)	E (64.7)	E (56.3)
			Approach	D (40.2)			D (37.5)			F (159.0)			E (77.1)			
		Volume to Capacity ratio	Movement	0.56	0.91		1.16	0.86	0.04	0.70	0.06	1.30	0.91	0.91	0.81	
		Queue Length 95th (ft)	Movement	#98	#873		m#258	538	m1	157	29	#506	#415	#425	#330	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.5)		C (31.6)					D (47.9)		C (29.1)	B (18.3)
			Approach	A (0.2)			C (31.6)						D (38.8)			
		Volume to Capacity ratio	Movement		0.41	0.53		0.78					0.88		0.53	
		Queue Length 95th (ft)	Movement		m0	m0		704					693		277	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (10.9)			B (11.6)	A (0.6)	B (17.9)		C (26.8)				B (12.5)
			Approach	B (10.9)			A (8.8)			C (22.9)						
		Volume to Capacity ratio	Movement		0.70			0.79	0.51	0.37		0.81				
		Queue Length 95th (ft)	Movement		263			m327	m0	97		#240				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (110.0)	C (23.5)	B (12.6)	F (136.9)	C (28.7)		F (131.4)	D (48.5)	D (49.1)	D (46.9)	D (48.9)	E (73.9)	D (38.1)
			Approach	C (25.4)			C (34.9)			F (104.6)			E (64.4)			
		Volume to Capacity ratio	Movement	0.92	0.86	0.32	1.00	0.86		1.08	0.03	0.10	0.43	0.16	0.84	
		Queue Length 95th (ft)	Movement	m#162	#919	m176	#290	#954		#351	25	56	144	75	291	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.12: 2040 Build 2 – SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (109.5)	F (165.3)	C (23.4)	E (55.7)	F (123.9)	B (20.0)	E (72.2)	F (123.3)	F (134.5)	F (137.3)	E (55.7)	A (0.3)	F (112.9)
			Approach	F (147.9)			F (90.4)			F (121.4)			E (72.5)			
		Volume to Capacity ratio	Movement	1.00	1.25	0.17	0.70	1.17	0.60	0.70	1.09	1.15	1.10	0.72	0.21	
		Queue Length 95th (ft)	Movement	#323	#1153	77	235	#1156	208	154	#555	#705	#416	363	0	
	East Newport Center Drive	LOS (Delay)	Movement	C (33.5)	A (8.2)	A (2.5)	C (26.5)	A (3.8)	A (3.2)			C (25.9)			C (28.4)	A (9.5)
			Approach	A (10.0)			A (6.8)			C (25.9)			C (28.4)			
		Volume to Capacity ratio	Movement	0.67	0.75	0.53	0.64	0.54	0.34			0.11			0.27	
		Queue Length 95th (ft)	Movement	m91	m139	m19	m138	m118	m49			29			40	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		E (55.5)	A (0.6)	E (60.8)	B (10.5)					D (38.0)		F (80.9)	D (38.7)
			Approach	D (41.3)			C (23.9)						E (67.0)			
		Volume to Capacity ratio	Movement		0.99	0.46	0.88	0.79					0.40		1.03	
		Queue Length 95th (ft)	Movement		#577	0	m303	327					225		#698	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (10.0)	A (0.1)		A (4.7)	A (0.1)	E (76.7)		E (58.4)				B (19.7)
			Approach	A (6.3)			A (4.2)			E (70.4)						
		Volume to Capacity ratio	Movement		0.51	0.34		0.40	0.19	0.95		0.69				
		Queue Length 95th (ft)	Movement		m147	m6		m111	m0	#414		253				
	FAU Research Park Boulevard	LOS (Delay)	Movement	F (87.6)	C (20.9)	D (46.5)	D (47.4)	C (32.6)	B (15.5)	F (99.0)	C (30.8)	C (29.2)	C (26.9)	D (53.4)	D (38.7)	D (39.2)
			Approach	D (36.3)			C (33.4)			E (63.3)			D (38.7)			
		Volume to Capacity ratio	Movement	1.02	0.70	0.23	0.79	0.93	0.06	1.08	0.48	0.12	0.68	0.85	0.69	
		Queue Length 95th (ft)	Movement	#191	256	80	#106	#387	0	#302	82	0	159	#209	#202	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (198.0)	D (45.5)	C (20.6)	E (67.5)	F (156.2)	B (17.6)	F (184.3)	F (157.0)	E (57.0)	F (195.9)	F (209.1)	A (0.9)	F (109.2)
			Approach	E (66.3)			F (119.4)			F (128.7)			F (133.7)			
		Volume to Capacity ratio	Movement	1.22	0.87	0.14	0.88	1.27	0.53	1.16	1.15	0.78	1.23	1.29	0.44	
		Queue Length 95th (ft)	Movement	#361	747	50	m#371	#1743	253	#275	#486	354	#435	#717	0	
	East Newport Center Drive	LOS (Delay)	Movement	B (13.5)	A (5.0)	A (3.4)	C (26.4)	C (20.1)	C (20.8)			D (41.0)			C (33.4)	B (18.2)
			Approach	A (5.3)			C (20.5)			D (41.0)			C (33.4)			
		Volume to Capacity ratio	Movement	0.07	0.77	0.06	0.18	0.80	0.07			0.85			0.90	
		Queue Length 95th (ft)	Movement	m21	m204	m4	m50	m412	m32			#196			#248	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		D (44.2)	A (0.8)	E (60.3)	A (8.7)					D (48.3)		F (85.4)	D (35.2)
			Approach	C (33.0)			C (23.7)						E (73.9)			
		Volume to Capacity ratio	Movement		0.92	0.54	0.85	0.59					0.35		0.97	
		Queue Length 95th (ft)	Movement		614	0	m0	228					187		#564	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.5)	A (0.0)		A (3.6)	A (0.2)	E (77.4)		F (90.1)				C (22.0)
			Approach	A (0.4)			A (3.0)			F (82.8)						
		Volume to Capacity ratio	Movement		0.51	0.39		0.33	0.21	0.93		0.97				
		Queue Length 95th (ft)	Movement		6	m41		m69	m0	#430		#442				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (53.1)	C (29.6)	B (18.3)	E (78.2)	C (27.9)	B (17.8)	F (84.3)	C (28.9)	C (27.9)	C (27.9)	F (89.3)	D (35.8)	D (38.5)
			Approach	C (31.3)			D (35.8)			D (52.4)			D (50.6)			
		Volume to Capacity ratio	Movement	0.88	0.98	0.20	0.98	0.81	0.09	1.03	0.32	0.14	0.68	1.02	0.67	
		Queue Length 95th (ft)	Movement	m#123	m#385	m39	#166	292	12	#271	77	18	#172	#331	#216	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.13: 2040 Build 2 – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.9)		E (69.5)	A (1.4)		E (57.1)		D (46.4)				B (15.2)
			Approach		B (16.9)			A (7.0)			D (51.0)					
		Volume to Capacity ratio	Movement		0.60		0.79	0.51		0.69		0.13				
		Queue Length 95th (ft)	Movement		376		#237	32		181		65				
	NW 5th Avenue	LOS (Delay)	Movement	E (58.4)	A (2.2)			A (9.8)	A (4.2)				D (51.2)		D (47.0)	B (10.4)
			Approach		A (4.4)			A (9.5)						D (49.5)		
		Volume to Capacity ratio	Movement	0.78	0.53			0.49	0.06				0.61		0.22	
		Queue Length 95th (ft)	Movement	m#173	46			278	m5				140		81	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (6.0)	A (2.0)		A (7.6)					C (20.4)		C (26.7)	A (9.2)
			Approach		A (4.5)			A (7.6)						C (23.7)		
		Volume to Capacity ratio	Movement		0.47	0.67		0.51					0.58		0.79	
		Queue Length 95th (ft)	Movement		157	466		160					123		#182	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (6.3)			A (7.0)	A (0.2)	C (22.6)		C (22.1)				A (9.2)
			Approach		A (6.3)			A (5.4)			C (22.4)					
		Volume to Capacity ratio	Movement		0.44			0.66	0.38	0.68		0.64				
		Queue Length 95th (ft)	Movement		75			m157	m0	143		126				
	NE 3rd Avenue	LOS (Delay)	Movement	F (86.8)	C (21.0)		E (58.0)	D (54.8)		D (41.3)	D (36.1)	C (31.9)	C (30.3)	D (36.9)	F (111.2)	D (52.0)
			Approach		D (37.2)			D (54.9)			D (37.8)			F (83.1)		
		Volume to Capacity ratio	Movement	1.00	0.61		0.55	0.98		0.72	0.45	0.05	0.32	0.45	1.08	
		Queue Length 95th (ft)	Movement	#280	299		91	#619		#220	225	0	98	222	#611	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (19.1)		F (94.3)	A (2.0)		E (63.3)		D (52.6)				B (16.9)
			Approach		B (19.1)			B (11.0)			E (57.8)					
		Volume to Capacity ratio	Movement		0.64		0.95	0.64		0.67		0.08				
		Queue Length 95th (ft)	Movement		443		#396	42		164		58				
	NW 5th Avenue	LOS (Delay)	Movement	F (105.7)	A (1.8)			B (12.3)	A (5.7)				E (56.7)		D (52.7)	B (13.1)
			Approach		A (9.1)			B (11.6)						D (54.9)		
		Volume to Capacity ratio	Movement	1.03	0.52			0.65	0.20				0.57		0.11	
		Queue Length 95th (ft)	Movement	#334	38			450	m12				122		65	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (10.7)	A (0.9)		B (13.7)					B (18.7)		C (33.1)	B (14.1)
			Approach		A (8.0)			B (13.7)						C (27.0)		
		Volume to Capacity ratio	Movement		0.61	0.47		0.81					0.52		0.90	
		Queue Length 95th (ft)	Movement		295	78		276					136		#276	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (17.6)			B (15.9)	A (0.2)	D (38.0)		C (30.1)				C (21.3)
			Approach		B (17.6)			B (12.8)			C (35.0)					
		Volume to Capacity ratio	Movement		0.73			0.73	0.29	0.83		0.60				
		Queue Length 95th (ft)	Movement		396			m232	m0	513		307				
	NE 3rd Avenue	LOS (Delay)	Movement	F (84.5)	C (26.7)		F (120.6)	D (39.4)		F (126.7)	E (60.4)	D (40.3)	D (41.9)	E (58.0)	E (67.9)	D (48.4)
			Approach		D (38.2)			D (44.3)			F (81.1)			E (61.5)		
		Volume to Capacity ratio	Movement	0.97	0.82		0.93	0.85		1.09	0.82	0.08	0.51	0.76	0.83	
		Queue Length 95th (ft)	Movement	#343	479		#217	#658		#280	358	0	87	291	303	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Tables 5.14 summarizes the results of the off-ramp signals back of queue analyses for the AM and PM peak hours for 2020 and 2040 Build 2 conditions. HCM methodology does not provide queue lengths. The 95th percentile queues were obtained from Synchro reports. The Synchro reported queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length. The results present the queue length in feet for each lane group movement. The available storage length was calculated from the stop bar at the ramp terminal intersection to the gore with I-95 mainline, accounting for the changes in number of lanes. The analysis indicates that the queues on the off-ramps are not expected to exceed the available storage lengths and are not likely to affect the I-95 mainline operations.

Table 5.14: 2020 & 2040 Build 2 – Off-Ramp Signals Queuing Analysis Results

Intersection	Approach	Movement	Available Storage (ft)	Queue (ft)	
				AM	PM
2020 Build 2					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	609	484
		R (WB)	1,860	739	364
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	L (WB)	3,275	262	245
		R (EB)	2,925	405	#340
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	2,975	324	233
		R (WB)	2,975	882	#745
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	2,550	871	702
		R (EB)	2,550	594	657
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	208	215
		R (WB)	1,320	236	#345
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	235	#656
		R (EB)	1,405	183	294
2040 Build 2					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	693	693
		R (WB)	1,860	789	488
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	L (WB)	3,275	276	274
		R (EB)	2,925	496	#422
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	2,975	437	363
		R (WB)	2,975	#1,229	#993
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	2,550	#1,168	#1,213
		R (EB)	2,550	577	#1,008
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	239	264
		R (WB)	1,320	#320	#486
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	277	995
		R (EB)	1,405	222	540

Queue Notes:

Synchro queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length.

#: 95th percentile volume exceeds capacity

Example of Storage Length Calculation for SBRT at Hillsboro Blvd. = [(1920/2) + 310+ (295*2)] = 1,860 feet.

5.6 Build 3 Alternative – Traffic Operational Analysis

The proposed improvements under Build 3 are similar to Build 1 and Build 2 and are expected to provide better operating conditions than the No-Build conditions. They are also likely to prevent any spillbacks from the ramp terminals on to the mainline and improve safety by reducing congestion and the number of conflict points.

5.6.1 2020 & 2040 – Freeway Analysis – I-95

The mainline/basic, weaving, and ramp merge/diverge analysis results for Opening Year 2020 are summarized on **Figures 5.17** and **5.18** for the NB and SB directions, respectively. **Figures 5.19** and **5.20** summarize the Design Year 2040 analysis results for NB and SB directions, respectively. Documentation of the Build 3 Alternative traffic freeway operational analysis is provided in **Appendix O**. The Design Year 2040 Build 3 Alternative analysis indicates that 3 of the 14 freeway segments in the NB direction are projected to operate at LOS E or F during one or both peak hours. In the SB direction, 2 of the 14 freeway segments are projected to operate at LOS E or F during one or both peak hours.

5.6.2 2020 & 2040 - Intersection Analysis

Tables 5.15 through **5.17** summarize the results of the 2020 Build 3 signalized intersection analyses for the AM and PM peak hours for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. **Tables 5.18** through **5.20** summarize the results of the 2040 Build 3 signalized intersection analyses for Hillsboro Boulevard, SW 10th Street, and Sample Road intersections, respectively. Signal timing was optimized for all intersections. The results include delays (in seconds per vehicle) and LOS by movement, approach, and the overall intersection. The volume to capacity (v/c) ratios and 95th percentile queue lengths have also been summarized by movement. **Appendix P** presents the intersection analysis worksheets. The intersection analysis results indicate the following for the 2040 Design Year:

- Hillsboro Boulevard: Two of the four signalized intersections are expected to operate at LOS E or worse during the AM or PM peak hours. The I-95 NB and SB off-ramp intersections are expected to operate at LOS D or better during both the AM and PM peak hours.
- SW 10th Street: All five signalized intersections are expected to operate at LOS D or better. The I-95 NB and SB off-ramp approaches are expected to operate at LOS E or worse during both peak hours.
- Sample Road: All five signalized intersections including the I-95 NB and SB off-ramp approaches are expected to operate at LOS D or better during both peak hours.

Figure 5.17: 2020 Build 3 Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	6,040 (5,450)	C (23.9)	C (21.1)
Weave - Hillsboro Boulevard EB & WB to I-95 Express Lanes	6,610 (6,060)	D (30.4)	C (27.5)
Basic Freeway	5,360 (4,830)	D (29.7)	C (25.7)
Merge from SW 10th St EB & WB	5,360 (4,830)	D (27.9)	C (26.0)
Basic Freeway	4,480 (3,680)	C (23.4)	C (18.8)
Diverge to Hillsboro Blvd EB & WB	5,730 (4,910)	E (36.5)	D (33.1)
Northbound Express to Westbound SW 10th Street - 200 (460) vph			
SW 10th Street			
Eastbound SW 10th Street to Northbound Express - 1,210 (720) vph			
Basic Freeway	5,730 (4,910)	D (33.0)	D (26.3)
Major Diverge to SW 10th Street EB & WB	6,860 (5,990)	D (32.5)	D (28.0)
Basic Freeway	6,860 (5,990)	F (46.9)	E (36.5)
Merge from I-95 Express Lanes	6,860 (6,160)	C (26.1)	C (21.9)
Basic Freeway	6,210 (5,520)	C (24.6)	C (21.3)
Lane Add from Sample Road WB	6,210 (5,520)	Under Capacity	Under Capacity
Basic Freeway	4,970 (4,560)	D (26.7)	D (23.9)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	5,760 (6,120)	D (28.5)	D (33.5)

GPL: General Purpose Lane

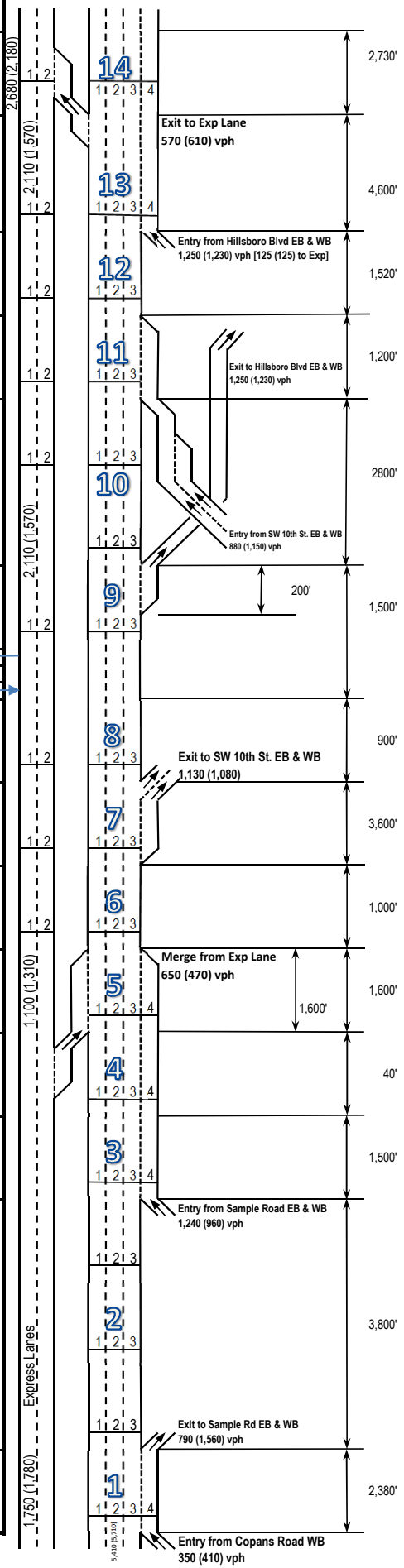
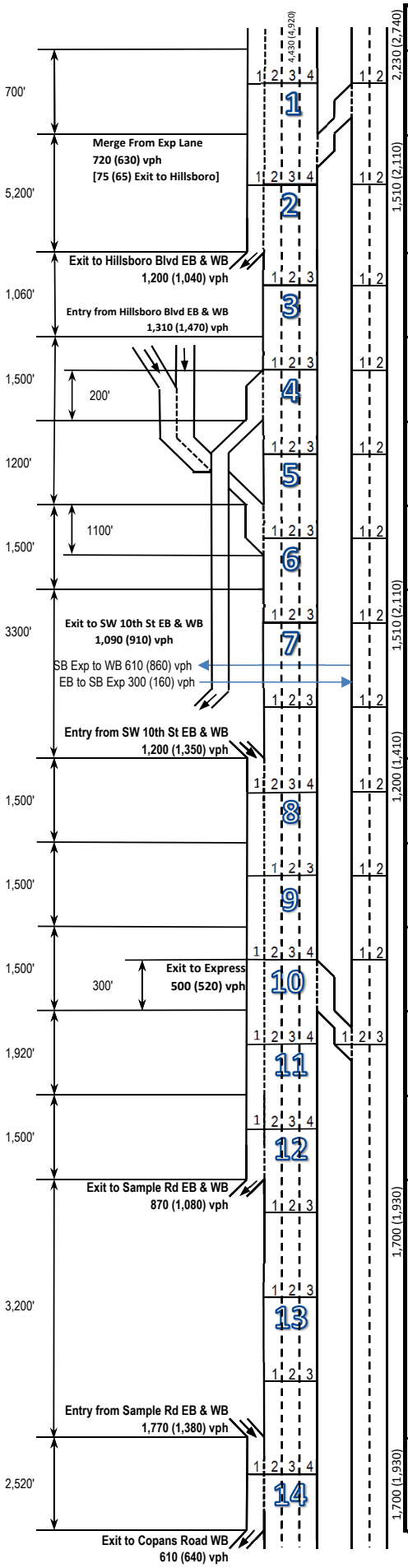


Figure 5.18: 2020 Build 3 Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,430 (4,790)	B (16.9)	C (18.8)
Weave - I-95 Express Lanes to Hillsboro Boulevard EB & WB	5,150 (5,420)	C (22.6)	C (23.7)
Basic Freeway	3,950 (4,380)	C (20.2)	C (22.8)
Diverge to SW 10th St EB & WB	3,950 (4,380)	D (28.3)	D (29.9)
Basic Freeway	2,860 (3,470)	B (14.6)	B (17.7)
Merge from Hillsboro Blvd EB & WB	4,170 (4,940)	C (22.9)	C (26.9)
Basic Freeway	4,170 (4,940)	C (21.5)	D (26.5)
Lane Add Merge from SW 10th Street EB & WB	5,370 (6,290)	Under Capacity	Under Capacity
Basic Freeway	5,370 (6,290)	C (20.7)	C (25.0)
Diverge to I-95 Express Lanes	5,370 (6,290)	D (28.1)	D (32.3)
Basic Freeway	4,870 (5,770)	C (18.6)	C (22.4)
Diverge - Lane Drop to Sample Road EB & WB	4,870 (5,770)	C (22.8)	C (27.0)
Basic Freeway	4,000 (4,690)	C (20.5)	C (24.8)
Weave - Entry Sample Road EB to Exit Copans Road WB	5,770 (6,070)	F (N/A)	D (33.3)

GPL: General Purpose Lane

Figure 5.19: 2040 Build 3 Freeway Analysis Results - Northbound

Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	6,060 (5,780)	C (24.0)	C (22.6)
Weave - Hillsboro Boulevard EB & WB to I-95 Express Lanes	6,940 (6,640)	D (34.4)	D (32.1)
Basic Freeway	5,600 (5,250)	D (31.8)	D (28.9)
Merge from SW 10th St EB & WB	5,600 (5,250)	D (29.6)	D (28.9)
Basic Freeway	4,530 (3,830)	C (23.7)	C (19.6)
Diverge to Hillsboro Blvd EB & WB	5,900 (5,190)	E (37.4)	D (34.6)
Northbound Express to Westbound SW 10th Street - 240 (600) vph			
SW 10th Street			
Eastbound SW 10th Street to Northbound Express - 1560 (880) vph			
Basic Freeway	5,900 (5,190)	D (34.7)	D (28.4)
Major Diverge to SW 10th Street EB & WB	7,340 (6,540)	D (34.3)	D (30.6)
Basic Freeway	7,340 (6,540)	F (55.8)	E (42.2)
Merge from I-95 Express Lanes	7,340 (6,540)	D (28.8)	C (24.7)
Basic Freeway	6,520 (5,920)	D (26.2)	C (23.1)
Lane Add from Sample Road WB	6,520 (5,920)	Under Capacity	Under Capacity
Basic Freeway	5,050 (4,760)	D (27.3)	C (25.2)
Weave - Entry Copans Road WB to Exit Sample Road EB & WB	6,030 (6,580)	D (30.9)	F (N/A)

GPL: General Purpose Lane

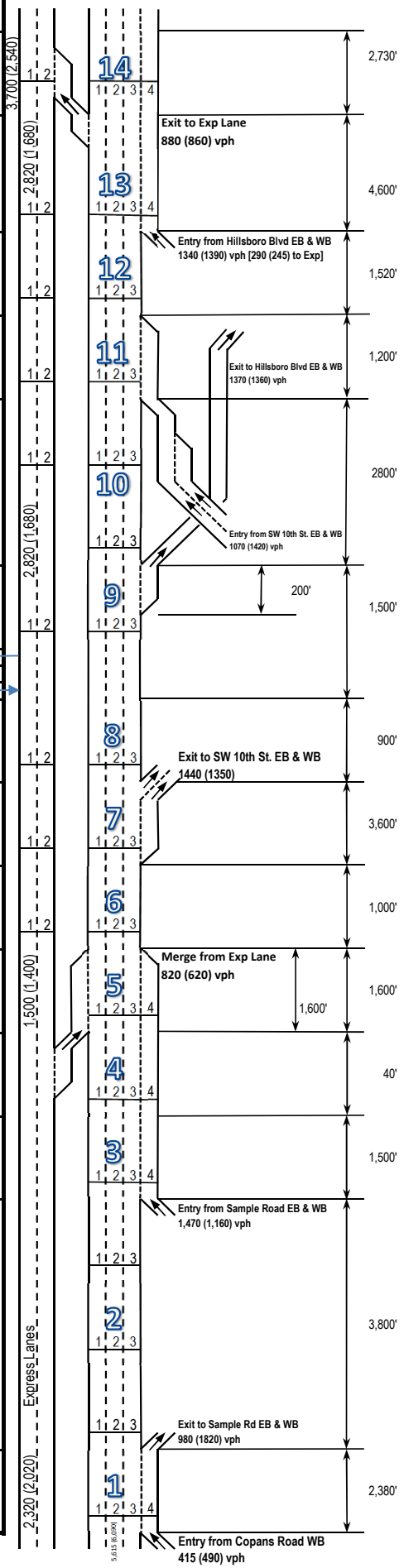
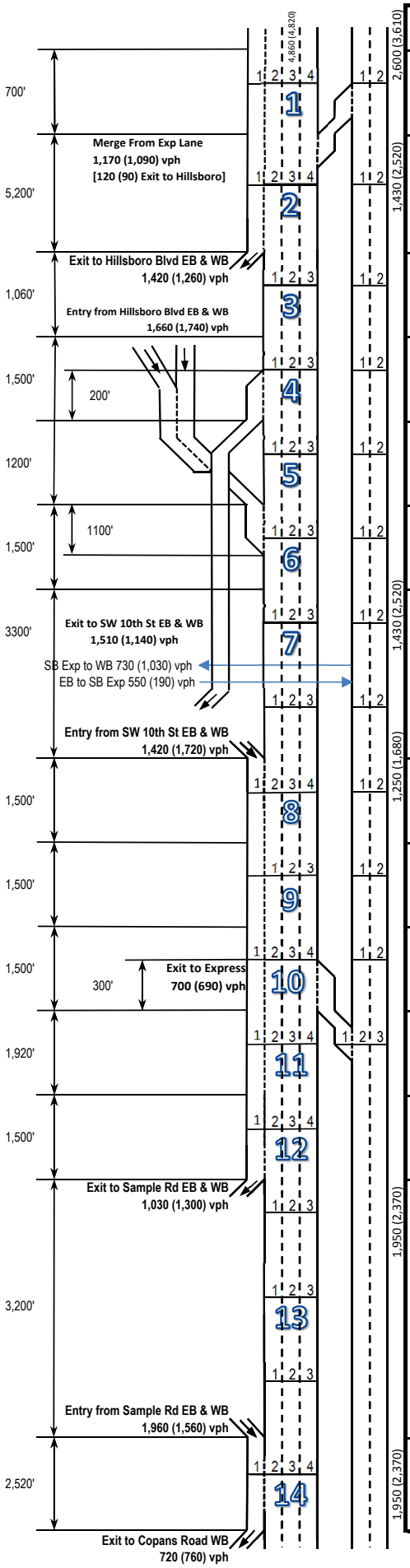


Figure 5.20: 2040 Build 3 Freeway Analysis Results - Southbound



Segment	Freeway GPL Vol AM (PM) vph	AM LOS/Density (PC/MI/LN)	PM LOS/Density (PC/MI/LN)
Basic Freeway	4,860 (4,820)	C (18.6)	C (18.4)
Weave - I-95 Express Lanes to Hillsboro Boulevard EB & WB	6,030 (5,910)	C (27.4)	C (26.5)
Basic Freeway	4,610 (4,650)	C (24.2)	C (24.5)
Diverge to SW 10th St EB & WB	4,610 (4,650)	D (32.5)	D (31.7)
Basic Freeway	3,100 (3,510)	B (15.8)	B (17.9)
Merge from Hillsboro Blvd EB & WB	4,760 (5,250)	C (26.7)	D (29.3)
Basic Freeway	4,760 (5,250)	C (25.2)	D (28.9)
Lane Add Merge from SW 10th Street EB & WB	6,180 (6,970)	Under Capacity	Under Capacity
Basic Freeway	6,180 (6,970)	C (24.4)	D (28.7)
Diverge to I-95 Express Lanes	6,180 (6,970)	D (32.9)	E (36.3)
Basic Freeway	5,480 (6,280)	C (21.2)	C (24.9)
Diverge - Lane Drop to Sample Road EB & WB	5,480 (6,280)	C (25.6)	D (29.4)
Basic Freeway	4,450 (4,980)	C (23.2)	D (26.8)
Weave - Entry Sample Road EB to Exit Copans Road WB	6,410 (6,540)	F (N/A)	F (N/A)

GPL: General Purpose Lane

Table 5.15: 2020 Build 3 – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (87.5)	C (21.2)		F (102.4)	B (18.8)	B (15.0)	E (65.9)	F (82.0)	D (53.6)	E (74.4)	E (74.3)	D (49.8)	C (33.1)
			Approach	C (29.0)			C (30.1)			E (65.8)			E (66.2)			
		Volume to Capacity ratio	Movement	0.88	0.67		0.96	0.52	0.37	0.27	0.75	0.12	0.28	0.28	0.01	
		Queue Length 95th (ft)	Movement	#430	639		#278	272	83	77	224	64	57	57	0	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.8)		B (15.5)					D (53.3)		D (44.3)	B (17.4)
			Approach	A (0.3)			B (15.5)						D (48.1)			
		Volume to Capacity ratio	Movement		0.27	0.47		0.50					0.82		0.69	
		Queue Length 95th (ft)	Movement		0	0		300					583		384	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (10.7)			A (6.5)	A (0.5)	B (17.9)		C (24.2)				B (10.7)
			Approach	B (10.7)			A (4.5)			C (21.6)						
		Volume to Capacity ratio	Movement		0.49			0.56	0.49	0.30		0.72				
		Queue Length 95th (ft)	Movement		211			m153	m0	84		224				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (113.2)	B (13.4)	B (13.7)	E (76.8)	C (27.2)		F (484.8)	E (65.6)	E (62.9)	E (72.4)	E (73.3)	E (73.2)	E (71.4)
			Approach	C (28.0)			C (29.1)			F (337.6)			E (73.0)			
		Volume to Capacity ratio	Movement	1.01	0.52	0.07	0.59	0.69		1.90	0.39	0.09	0.39	0.06	0.04	
		Queue Length 95th (ft)	Movement	#552	364	11	137	558		#859	148	65	70	21	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (55.5)	C (30.6)		F (210.2)	C (22.2)	A (0.0)	D (54.6)	D (48.8)	F (155.2)	E (63.8)	E (62.6)	D (41.6)	D (46.2)
			Approach	C (31.1)			D (40.5)			F (113.5)			D (54.7)			
		Volume to Capacity ratio	Movement	0.42	0.83		1.25	0.90	0.03	0.64	0.06	1.14	0.84	0.83	0.54	
		Queue Length 95th (ft)	Movement	72	#676		#214	#757	m0	124	26	#324	295	297	146	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.6)		B (16.4)					D (43.3)		C (28.9)	B (12.8)
			Approach	A (0.2)			B (16.4)						D (36.3)			
		Volume to Capacity ratio	Movement		0.36	0.48		0.70					0.84		0.50	
		Queue Length 95th (ft)	Movement		0	m0		507					486		209	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (10.8)			A (9.3)	A (0.5)	B (16.4)		C (23.3)				B (11.2)
			Approach	B (10.8)			A (7.2)			C (20.2)						
		Volume to Capacity ratio	Movement		0.60			0.73	0.43	0.39		0.78				
		Queue Length 95th (ft)	Movement		189			m262	m0	84		#193				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (86.8)	B (16.3)	A (8.2)	F (131.4)	C (23.7)		F (97.4)	D (40.0)	D (40.4)	D (40.0)	D (42.4)	D (52.8)	C (29.5)
			Approach	B (17.8)			C (29.5)			E (79.1)			D (50.2)			
		Volume to Capacity ratio	Movement	0.81	0.77	0.25	0.99	0.80		0.99	0.03	0.08	0.13	0.17	0.70	
		Queue Length 95th (ft)	Movement	m#130	492	m101	#233	654		#306	22	36	46	68	215	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.16: 2020 Build 3 – SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	E (63.4)	D (46.2)	C (34.7)	C (34.5)	C (33.4)	C (22.0)	E (59.0)	E (55.4)	C (27.2)	E (58.5)	D (36.8)	A (0.3)	D (38.5)
			Approach	D (52.0)			C (30.3)			D (44.2)			D (35.5)			
		Volume to Capacity ratio	Movement	0.76	0.31	0.08	0.39	0.68	0.53	0.58	0.83	0.65	0.79	0.45	0.20	
		Queue Length 95th (ft)	Movement	#181	127	12	163	347	300	109	346	179	247	222	0	
	East Newport Center Drive	LOS (Delay)	Movement	C (20.3)	A (5.3)	A (4.6)	C (25.4)	A (5.0)	A (4.8)			C (21.9)			C (20.8)	A (8.2)
			Approach	A (6.9)			A (8.2)			C (21.9)			C (20.8)			
		Volume to Capacity ratio	Movement	0.40	0.60	0.48	0.58	0.44	0.36			0.03			0.06	
		Queue Length 95th (ft)	Movement	88	142	97	m123	82	m47			10			18	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		D (46.6)	A (0.6)	D (39.9)	A (8.6)					C (32.4)		D (54.7)	C (29.0)
			Approach	C (32.2)			B (16.6)						D (48.6)			
		Volume to Capacity ratio	Movement		0.88	0.41	0.56	0.62					0.28		0.91	
		Queue Length 95th (ft)	Movement		322	0	0	215					140		#514	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.8)	A (0.1)		A (2.9)	A (0.2)	D (46.6)		D (44.6)				B (12.3)
			Approach	A (0.6)			A (2.5)			D (45.8)						
		Volume to Capacity ratio	Movement		0.38	0.23		0.31	0.18	0.65		0.53				
		Queue Length 95th (ft)	Movement		6	m0		48	m0	249		190				
	FAU Research Park Boulevard	LOS (Delay)	Movement	C (32.0)	A (7.3)	A (6.2)	C (28.8)	C (22.0)	B (14.0)	C (26.1)	C (26.1)	C (25.3)	C (26.0)	C (33.6)	C (25.5)	B (19.2)
			Approach	B (10.4)			C (22.0)			C (25.9)			C (27.5)			
		Volume to Capacity ratio	Movement	0.63	0.60	0.16	0.42	0.78	0.06	0.68	0.31	0.09	0.69	0.69	0.20	
		Queue Length 95th (ft)	Movement	69	65	5	44	231	0	#134	50	0	#144	#138	39	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	E (61.5)	D (42.4)	C (31.4)	C (32.7)	C (27.8)	B (17.8)	E (58.5)	D (53.2)	C (21.4)	E (55.4)	D (49.4)	A (0.6)	D (35.3)
			Approach	D (48.3)			C (26.4)			D (43.8)			C (33.5)			
		Volume to Capacity ratio	Movement	0.76	0.28	0.12	0.57	0.63	0.54	0.59	0.76	0.32	0.64	0.77	0.33	
		Queue Length 95th (ft)	Movement	195	135	68	171	293	192	118	296	56	167	337	0	
	East Newport Center Drive	LOS (Delay)	Movement	B (12.4)	A (6.9)	A (2.4)	B (15.2)	A (8.7)	A (6.5)			C (21.9)			C (26.4)	B (11.8)
			Approach	A (7.0)			A (8.9)			C (21.9)			C (26.4)			
		Volume to Capacity ratio	Movement	0.06	0.59	0.04	0.12	0.59	0.06			0.51			0.80	
		Queue Length 95th (ft)	Movement	12	97	5	m29	234	m13			105			122	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		D (44.3)	A (1.0)	D (45.9)	A (8.0)					C (33.8)		D (50.7)	C (28.3)
			Approach	C (29.2)			B (18.8)						D (46.6)			
		Volume to Capacity ratio	Movement		0.83	0.52	0.55	0.50					0.22		0.86	
		Queue Length 95th (ft)	Movement		300	15	290	184					109		#436	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.6)	A (0.2)		A (4.3)	A (0.2)	D (42.9)		D (52.0)				B (13.0)
			Approach	A (0.4)			A (3.6)			D (48.1)						
		Volume to Capacity ratio	Movement		0.29	0.32		0.31	0.20	0.42		0.78				
		Queue Length 95th (ft)	Movement		4	134		m80	m0	159		288				
	FAU Research Park Boulevard	LOS (Delay)	Movement	C (34.0)	A (9.9)	B (13.0)	C (29.4)	C (27.6)	B (17.1)	D (54.2)	C (26.3)	C (25.7)	B (15.6)	C (30.9)	C (23.7)	C (24.0)
			Approach	B (14.8)			C (27.0)			D (42.5)			C (23.5)			
		Volume to Capacity ratio	Movement	0.80	0.68	0.15	0.59	0.84	0.08	0.93	0.24	0.08	0.51	0.72	0.39	
		Queue Length 95th (ft)	Movement	m#88	76	m20	#79	213	0	#178	37	0	118	#196	#109	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.17: 2020 Build 3 – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.2)		D (53.6)	A (1.2)		E (56.6)		D (46.9)				B (14.0)
			Approach		B (16.2)			A (5.2)			D (51.1)					
		Volume to Capacity ratio	Movement		0.54		0.64	0.47		0.67		0.12				
		Queue Length 95th (ft)	Movement		323		#154	27		170		64				
	NW 5th Avenue	LOS (Delay)	Movement	D (49.5)	A (2.0)			A (9.1)	A (4.3)				D (51.2)		D (47.0)	A (9.9)
			Approach		A (3.8)			A (8.9)						D (49.6)		
		Volume to Capacity ratio	Movement	0.70	0.47			0.45	0.05				0.59		0.13	
		Queue Length 95th (ft)	Movement	#152	43			242	m4				130		64	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (5.3)	A (1.5)		A (6.7)					C (20.1)		C (23.5)	A (8.1)
			Approach		A (3.8)			A (6.7)						C (21.8)		
		Volume to Capacity ratio	Movement		0.42	0.59		0.48					0.53		0.70	
		Queue Length 95th (ft)	Movement		131	356		146					108		135	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (5.0)			A (4.5)	A (0.2)	C (22.0)		C (21.2)				A (7.5)
			Approach		A (5.0)			A (3.7)			C (21.7)					
		Volume to Capacity ratio	Movement		0.38			0.62	0.29	0.62		0.55				
		Queue Length 95th (ft)	Movement		56			m143	m0	121		101				
	NE 3rd Avenue	LOS (Delay)	Movement	E (67.5)	B (18.9)		E (56.4)	D (40.6)		D (37.6)	D (36.3)	C (32.2)	C (30.9)	D (37.0)	F (81.2)	D (41.6)
			Approach		C (31.5)			D (41.1)			D (36.3)			E (64.1)		
		Volume to Capacity ratio	Movement	0.91	0.49		0.49	0.87		0.63	0.43	0.04	0.28	0.44	0.98	
		Queue Length 95th (ft)	Movement	#243	260		79	501		183	214	0	86	212	#526	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (18.2)		E (72.7)	A (1.5)		E (62.8)		D (53.2)				B (15.5)
			Approach		B (18.2)			A (8.9)			E (57.9)					
		Volume to Capacity ratio	Movement		0.59		0.87	0.56		0.65		0.08				
		Queue Length 95th (ft)	Movement		389		#359	31		152		57				
	NW 5th Avenue	LOS (Delay)	Movement	E (55.7)	A (1.6)			B (12.1)	A (4.1)				E (56.7)		D (53.4)	B (11.3)
			Approach		A (5.4)			B (11.2)						E (55.2)		
		Volume to Capacity ratio	Movement	0.82	0.47			0.60	0.17				0.54		0.10	
		Queue Length 95th (ft)	Movement	#277	35			406	m15				112		64	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.2)	A (0.7)		B (13.6)					B (18.5)		C (25.4)	B (12.4)
			Approach		A (7.1)			B (13.6)						C (22.5)		
		Volume to Capacity ratio	Movement		0.56	0.41		0.73					0.46		0.79	
		Queue Length 95th (ft)	Movement		263	29		m238					114		#196	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (6.8)			A (9.4)	A (0.2)	D (45.1)		C (20.8)				B (16.2)
			Approach		A (6.8)			A (7.8)			D (36.5)					
		Volume to Capacity ratio	Movement		0.65			0.64	0.23	0.98		0.66				
		Queue Length 95th (ft)	Movement		62			m283	m0	#338		167				
	NE 3rd Avenue	LOS (Delay)	Movement	E (60.9)	C (21.1)		E (76.7)	D (35.3)		F (81.4)	D (53.4)	D (39.0)	D (43.3)	E (57.5)	D (52.2)	D (38.9)
			Approach		C (29.2)			D (37.8)			E (61.0)			D (53.2)		
		Volume to Capacity ratio	Movement	0.86	0.74		0.74	0.76		0.94	0.76	0.06	0.43	0.74	0.63	
		Queue Length 95th (ft)	Movement	#284	483		#171	523		#210	342	0	74	279	223	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.18: 2040 Build 3 – Hillsboro Boulevard Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	F (96.0)	C (25.5)		F (126.1)	C (27.6)	B (11.5)	E (74.4)	F (93.9)	E (60.6)	F (84.5)	F (84.4)	D (53.5)	D (40.4)
			Approach	C (33.9)			D (39.3)			E (73.2)			E (74.1)			
		Volume to Capacity ratio	Movement	0.91	0.74		0.98	0.57	0.43	0.30	0.77	0.29	0.36	0.35	0.02	
		Queue Length 95th (ft)	Movement	#526	839		#347	532	57	93	255	136	72	72	1	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (1.2)		C (23.2)					D (51.6)		D (42.5)	B (19.7)
			Approach	A (0.5)			C (23.2)						D (46.4)			
		Volume to Capacity ratio	Movement		0.28	0.59		0.60					0.83		0.70	
		Queue Length 95th (ft)	Movement		0	715		540					702		454	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (11.1)			B (10.7)	A (0.4)	B (18.8)		C (27.2)				B (13.1)
			Approach	B (11.1)			A (7.4)			C (23.8)						
		Volume to Capacity ratio	Movement		0.55			0.66	0.54	0.30		0.77				
		Queue Length 95th (ft)	Movement		345			m295	m0	98		292				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (136.1)	B (15.2)	A (9.6)	F (88.4)	C (33.2)		F (532.4)	E (72.4)	E (69.5)	F (83.0)	F (83.3)	F (83.3)	F (80.2)
			Approach	C (32.4)			D (35.3)			F (368.6)			F (83.2)			
		Volume to Capacity ratio	Movement	1.07	0.57	0.08	0.64	0.77		1.99	0.39	0.11	0.45	0.07	0.06	
		Queue Length 95th (ft)	Movement	#666	400	m21	167	759		#1063	169	79	77	22	0	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Blvd.	SW 12th Avenue	LOS (Delay)	Movement	E (61.8)	D (42.4)		F (239.8)	C (23.2)	A (0.4)	E (60.0)	D (52.2)	F (236.1)	E (72.3)	E (73.1)	D (52.5)	E (60.1)
			Approach	D (42.8)			D (47.2)			F (166.7)			E (64.7)			
		Volume to Capacity ratio	Movement	0.52	0.95		1.33	0.91	0.04	0.68	0.06	1.35	0.87	0.88	0.72	
		Queue Length 95th (ft)	Movement	#90	#873		m#248	#823	m0	146	27	#475	#369	#377	249	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (0.1)	A (0.5)		C (24.7)					D (45.2)		C (26.4)	B (15.6)
			Approach	A (0.2)			C (24.7)						D (36.3)			
		Volume to Capacity ratio	Movement		0.41	0.55		0.80					0.89		0.51	
		Queue Length 95th (ft)	Movement		m0	m0		645					669		256	
	I-95 Northbound Off-ramp	LOS (Delay)	Movement		B (13.2)			B (11.8)	A (0.6)	B (16.7)		C (27.2)				B (13.3)
			Approach	B (13.2)			A (9.0)			C (22.7)						
		Volume to Capacity ratio	Movement		0.73			0.81	0.51	0.38		0.84				
		Queue Length 95th (ft)	Movement		236			m315	m0	92		#263				
	SW Natura Blvd/Fairway Drive	LOS (Delay)	Movement	F (139.2)	C (22.2)	A (9.9)	F (195.3)	C (28.9)		F (114.9)	D (42.9)	D (43.4)	D (41.7)	D (44.7)	E (62.5)	D (37.4)
			Approach	C (24.9)			D (38.3)			F (91.6)			E (58.4)			
		Volume to Capacity ratio	Movement	1.01	0.90	0.32	1.18	0.88		1.05	0.03	0.09	0.12	0.16	0.78	
		Queue Length 95th (ft)	Movement	m#150	#915	m175	#295	#919		#343	23	52	47	70	265	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.19: 2040 Build 3 – SW 10th Street Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (103.9)	E (66.9)	D (48.0)	C (26.5)	D (50.1)	B (13.7)	E (68.7)	F (86.6)	C (26.7)	F (91.4)	D (46.7)	A (0.3)	D (51.5)
			Approach	E (79.5)			D (37.5)			E (57.8)			D (52.4)			
		Volume to Capacity ratio	Movement	0.96	0.55	0.10	0.30	0.99	0.58	0.62	0.98	0.75	0.96	0.57	0.21	
		Queue Length 95th (ft)	Movement	#265	158	17	157	#850	113	134	#512	315	#387	321	0	
	East Newport Center Drive	LOS (Delay)	Movement	C (31.1)	A (7.9)	A (6.9)	C (23.3)	A (4.7)	A (4.0)			C (23.1)			C (27.4)	A (9.8)
			Approach	B (10.6)			A (7.2)			C (23.1)			C (27.4)			
		Volume to Capacity ratio	Movement	0.63	0.69	0.56	0.56	0.55	0.42			0.12			0.20	
		Queue Length 95th (ft)	Movement	m120	m206	m127	m148	m190	m102			32			34	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		E (76.6)	A (0.6)	E (57.1)	B (17.4)					C (32.6)		F (98.8)	D (49.1)
			Approach	E (55.3)			C (27.9)						F (80.8)			
		Volume to Capacity ratio	Movement		1.03	0.43	0.85	0.85					0.33		1.08	
		Queue Length 95th (ft)	Movement		#517	0	m0	m482					197		#868	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (1.1)	A (0.1)		A (3.2)	A (0.1)	F (94.5)		E (58.4)				C (22.1)
			Approach	A (0.7)			A (2.8)			F (82.7)						
		Volume to Capacity ratio	Movement		0.41	0.29		0.37	0.19	1.02		0.69				
		Queue Length 95th (ft)	Movement		m8	m19		m65	m0	#469		253				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (50.2)	B (13.1)	B (19.2)	D (35.4)	C (31.6)	B (16.9)	E (62.1)	C (27.6)	C (26.4)	C (29.9)	E (58.4)	D (39.0)	C (30.8)
			Approach	B (19.8)			C (31.2)			D (44.0)			D (41.0)			
		Volume to Capacity ratio	Movement	0.84	0.72	0.22	0.65	0.90	0.07	0.98	0.35	0.12	0.72	0.88	0.70	
		Queue Length 95th (ft)	Movement	#119	176	57	#96	#343	0	#289	77	0	#168	#219	#203	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (86.1)	D (54.3)	D (36.3)	C (31.7)	D (35.5)	C (23.3)	F (82.0)	E (57.6)	C (20.3)	E (64.2)	E (59.5)	A (0.8)	D (43.2)
			Approach	E (62.7)			C (31.3)			D (51.6)			D (41.5)			
		Volume to Capacity ratio	Movement	0.93	0.61	0.18	0.55	0.88	0.66	0.90	0.84	0.40	0.85	0.92	0.42	
		Queue Length 95th (ft)	Movement	#251	201	39	m202	#468	m260	#219	#364	84	#281	#511	0	
	East Newport Center Drive	LOS (Delay)	Movement	A (8.3)	A (6.7)	A (1.9)	B (19.5)	C (20.8)	B (15.4)			C (29.2)			C (28.3)	B (17.2)
			Approach	A (6.6)			C (20.5)			C (29.2)			C (28.3)			
		Volume to Capacity ratio	Movement	0.07	0.77	0.06	0.17	0.84	0.09			0.77			0.90	
		Queue Length 95th (ft)	Movement	m14	143	m4	m43	m359	m23			#152			#240	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		F (83.9)	A (1.2)	C (34.1)	A (9.2)					D (37.0)		F (120.0)	D (50.0)
			Approach	E (57.7)			B (17.2)						F (98.1)			
		Volume to Capacity ratio	Movement		1.08	0.63	0.73	0.52					0.33		1.13	
		Queue Length 95th (ft)	Movement		#560	0	197	261					151		#631	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (20.9)	A (0.1)		A (4.4)	A (0.2)	D (45.8)		E (57.0)				B (18.0)
			Approach	B (11.1)			A (3.7)			D (51.5)						
		Volume to Capacity ratio	Movement		0.46	0.42		0.36	0.21	0.61		0.86				
		Queue Length 95th (ft)	Movement		m125	m114		79	m0	234		#335				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (54.1)	C (25.3)	E (60.7)	E (66.1)	D (40.3)	C (28.6)	E (60.8)	D (40.3)	D (39.4)	D (36.1)	E (72.1)	E (55.1)	D (43.8)
			Approach	D (35.2)			D (44.4)			D (48.8)			E (55.2)			
		Volume to Capacity ratio	Movement	0.80	0.81	0.20	0.83	0.77	0.12	0.91	0.24	0.16	0.63	0.89	0.73	
		Queue Length 95th (ft)	Movement	m173	490	m128	#231	456	62	#382	106	66	244	#421	#302	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 5.20: 2040 Build 3 – Sample Road Intersection Analysis Results

AM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (16.8)		E (69.9)	A (1.4)		E (57.1)		D (46.4)				B (15.1)
			Approach		B (16.8)			A (7.0)			D (51.0)					
		Volume to Capacity ratio	Movement		0.59		0.79	0.52		0.69		0.13				
		Queue Length 95th (ft)	Movement		374		#237	32		181		65				
	NW 5th Avenue	LOS (Delay)	Movement	E (58.5)	A (2.2)			A (9.9)	A (3.9)				D (51.2)		D (47.0)	B (10.5)
			Approach		A (4.4)			A (9.7)						D (49.5)		
		Volume to Capacity ratio	Movement	0.78	0.53			0.49	0.06				0.61		0.22	
		Queue Length 95th (ft)	Movement	m#175	46			278	m5				140		81	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (6.0)	A (1.9)		A (7.5)					C (20.7)		C (27.0)	A (9.3)
			Approach		A (4.5)			A (7.5)						C (24.0)		
		Volume to Capacity ratio	Movement		0.47	0.66		0.52					0.60		0.80	
		Queue Length 95th (ft)	Movement		164	453		164					128		#185	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (6.6)			A (7.1)	A (0.2)	C (22.5)		C (22.0)				A (9.3)
			Approach		A (6.6)			A (5.4)			C (22.3)					
		Volume to Capacity ratio	Movement		0.44			0.67	0.38	0.69		0.65				
		Queue Length 95th (ft)	Movement		102			m158	m0	144		127				
	NE 3rd Avenue	LOS (Delay)	Movement	F (86.7)	C (21.5)		E (58.0)	E (56.7)		D (41.3)	D (36.1)	C (31.9)	C (30.3)	D (36.9)	F (111.8)	D (52.8)
			Approach		D (37.4)			E (56.8)			D (37.8)			F (83.4)		
		Volume to Capacity ratio	Movement	1.00	0.61		0.55	0.99		0.72	0.45	0.05	0.32	0.45	1.08	
		Queue Length 95th (ft)	Movement	#281	301		91	#628		#220	225	0	98	222	#613	

PM Peak

Arterial	Signal Controlled Intersections	Mesure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Sample Road	NW 5th Terrace	LOS (Delay)	Movement		B (19.1)		F (93.5)	A (1.8)		E (63.3)		D (52.6)				B (16.7)
			Approach		B (19.1)			B (10.7)			E (57.8)					
		Volume to Capacity ratio	Movement		0.64		0.95	0.64		0.67		0.08				
		Queue Length 95th (ft)	Movement		444		#394	41		164		58				
	NW 5th Avenue	LOS (Delay)	Movement	F (105.6)	A (1.8)			B (12.0)	A (6.1)				E (56.7)		D (52.7)	B (13.0)
			Approach		A (9.1)			B (11.4)						D (54.9)		
		Volume to Capacity ratio	Movement	1.03	0.52			0.66	0.20				0.57		0.11	
		Queue Length 95th (ft)	Movement	#335	38			429	m21				122		65	
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (12.4)	A (0.8)		B (15.4)					B (18.6)		C (34.8)	B (15.5)
			Approach		A (9.4)			B (15.4)						C (28.1)		
		Volume to Capacity ratio	Movement		0.62	0.45		0.81					0.52		0.91	
		Queue Length 95th (ft)	Movement		346	47		294					137		#285	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (15.9)			B (17.8)	A (0.2)	D (38.6)		C (30.7)				C (21.5)
			Approach		B (15.9)			B (14.3)			D (35.7)					
		Volume to Capacity ratio	Movement		0.73			0.73	0.29	0.84		0.62				
		Queue Length 95th (ft)	Movement		315			m272	m0	522		318				
	NE 3rd Avenue	LOS (Delay)	Movement	F (87.5)	C (27.6)		F (120.6)	D (39.6)		F (126.7)	E (60.4)	D (40.3)	D (41.9)	E (58.0)	E (67.9)	D (48.9)
			Approach		D (39.4)			D (44.5)			F (81.1)			E (61.5)		
		Volume to Capacity ratio	Movement	0.97	0.84		0.93	0.86		1.09	0.82	0.08	0.51	0.76	0.83	
		Queue Length 95th (ft)	Movement	#343	#611		#217	#662		#280	358	0	87	291	303	

Synchro Version 9.2.914.6. HCM 2000 MOEs reported.

LOS notes:

Delay is in sec/veh units

:Level of service (LOS) E reflecting at capacity operations

:Level of service (LOS) F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro report outputs

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Tables 5.21 summarizes the results of the off-ramp signals back of queue analyses for the AM and PM peak hours for 2020 and 2040 Build 2 conditions. HCM methodology does not provide queue lengths. The 95th percentile queues were obtained from Synchro reports. The Synchro reported queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length. The results present the queue length in feet for each lane group movement. The available storage length was calculated from the stop bar at the ramp terminal intersection to the gore with I-95 mainline, accounting for the changes in number of lanes. The analysis indicates that the queues on the off-ramps are not expected to exceed the available storage lengths and are not likely to affect the I-95 mainline operations.

Table 5.21: 2020 & 2040 Build 3 – Off-Ramp Signals Queuing Analysis Results

Intersection	Approach	Movement	Available Storage (ft)	Queue (ft)	
				AM	PM
2020 Build 3					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	583	486
		R (WB)	1,860	384	209
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	L (WB)	3,275	84	84
		R (EB)	2,925	224	#193
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	2,975	140	109
		R (WB)	2,975	#514	#436
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	2,550	249	159
		R (EB)	2,550	190	288
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	108	114
		R (WB)	1,320	135	#196
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	121	#338
		R (EB)	1,405	101	167
2040 Build 3					
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	702	669
		R (WB)	1,860	454	256
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	L (WB)	3,275	98	92
		R (EB)	2,925	292	#263
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	2,975	197	151
		R (WB)	2,975	#868	#631
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	2,550	#469	234
		R (EB)	2,550	253	#335
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	128	137
		R (WB)	1,320	#185	#285
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	144	522
		R (EB)	1,405	127	318

Queue Notes:

Synchro queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length.

#: 95th percentile volume exceeds capacity

Example of Storage Length Calculation for SBRT at Hillsboro Blvd. = [(1920/2) + 310+ (295*2)] = 1,860 feet.

5.6.3 VISSIM Analysis of 2040 No-Build and Build 3 Alternatives

Some of the Synchro analysis results did not appear to be reasonable probably because of its limitations pertaining to over-saturated traffic conditions, closely spaced intersections, unconventional intersection treatment, and free-flow right turn lane treatment. Synchro analysis failed to fully capture the operational benefits of the proposed improvements. For example, the analysis results for the southbound right turn movement from the I-95 southbound off-ramp to SW 10th Street, did not appear reasonable under the No-Build and Build conditions. Tables 4.5 and 5.19, presented earlier, provide a summary of the Synchro intersection analysis results for SW 10th Street for the 2040 No-Build and 2040 Build 3 alternatives, respectively. Table 4.5 shows that the free-flow southbound right turn movement from the I-95 southbound off-ramp will have a delay of less than 5 seconds per vehicle and practically zero queue length. With the heavy westbound traffic, weaving movements, and the proximity of the Newport Center Drive intersection, it is very unlikely that this movement will not experience any operational issues as indicated by the Synchro results. Similarly, Table 5.19 shows that the proposed signal controlled dual southbound right turn lanes will operate at LOS F despite the elimination of the signal for the westbound to I-95 southbound movement and the reconfiguration of the ramp terminal to physically separate the eastbound to I-95 northbound traffic from the eastbound through traffic. Therefore, in order to reasonably compare the No-Build and Build alternatives, additional traffic analysis such as traffic simulation was needed to make an informed decision. VISSIM traffic simulation analysis results for the SW 10th Street interchange were obtained from the ongoing SW 10th Street Connector PD&E Study. The traffic forecast and the Build alternative included in the SW 10th Street Connector PD&E Study are identical to the forecast and Build 3 alternative of the SIMR project.

Table 5.22 below shows a comparison of the Synchro and VISSIM analysis results for the SW 10th Street interchange ramp approaches and movements. It can be observed that Synchro analysis shows zero queue and LOS A for the free-flow southbound right turn movement under the 2040 No-Build conditions whereas VISSIM shows more than 80 seconds of delay and very long queue for the same movement. Similarly, under the 2040 Build 3 conditions, Synchro analysis shows LOS F for the signal controlled dual southbound right turn movement whereas VISSIM shows this movement to operate at LOS D. The reliability of the results from VISSIM analysis is much higher than the results from Synchro analysis. Therefore, it can be concluded that the I-95 ramps at SW 10th Street are expected to operate much better under the Build 3 conditions than under the No-Build conditions in 2040.

Table 5.22: 2040 Comparison of SYNCHRO and VISSIM Results
SW 10th Street Interchange Ramp Approaches

Intersection	Approach	Movt.	SYNCHRO MOEs				VISSIM MOEs (1)			
			Available Storage	AM (PM) Queue	AM (PM) Delay	AM (PM) LOS	Available Storage	AM(PM) Queues	AM (PM) Delay	AM (PM) LOS
No-Build Alternative										
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	1,720	#468 (258)	68 (48)	E (D)	1,720	2,972 (13,100)	79 (200+)	E (F)
		R (WB)	1,360	0 (0)	2 (5)	A (A)	1,360	2,972 (13,100)	83 (200+)	F (F)
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	1,235	#928 (#991)	94 (109)	F (F)	1,235	5,570 (9,565)	168 (200+)	F (F)
		R (EB)	1,235	#987 (#1,045)	133 (149)	F (F)	1,235	222 (145)	188 (200+)	F (F)
Build 3 Alternative										
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	2,975	197 (151)	33 (37)	C (D)	2,975	551 (391)	64 (83)	E (F)
		R (WB)	2,975	#868 (#631)	99 (120)	F (F)	2,975	551 (391)	45 (38)	D (D)
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	2,550	#469 (234)	95 (46)	F (D)	2,550	1,133 (309)	112 (70)	F (E)
		R (EB)	2,550	253 (#335)	58 (57)	E (E)	2,550	249 (313)	70 (62)	E (E)

(1) VISSIM MOEs obtained from the Project Traffic Analysis Report (PTAR) dated August 2019 for SR 869/SW 10th Street Connector PD&E Study.

Synchro Queue Notes:

All lengths are in feet.

Synchro queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length.

#: 95th percentile volume exceeds capacity

Table 5.23 provides a comparison of the network-wide MOEs for the 2040 No-Build and Build 3 alternatives. These MOEs were obtained from VISSIM analysis documented in the PTAR dated August 2019 for the SW 10th Street Connector PD&E Study. The comparison clearly shows the Build 3 alternative to be better than the No-Build for all MOEs.

Table 5.23: 2040 Network-Wide Output (VISSIM)

AM PEAK	No-Build Alternative	Build 3 Alternative	
Average Speed (mph)	19	40	106%
Total Delay (hr)	8,620	1,569	-82%
Average Delay (mm:ss)	06:00	00:59	-84%
Latent Delay (hr)	7,827	3	-100%
Latent Demand	8,238	1	-100%
Total Travel Time (hr)	14,184	8,060	-43%
Total Stops	1,078,567	111,393	-90%
Vehicles Arrived	80,238	93,030	16%
Vehicle Miles Traveled (mi)	274,162	322,998	18%
PM PEAK	**No-Build Alternative**	**Build 3 Alternative**	
Average Speed (mph)	7	40	446%
Total Delay (hr)	22,475	1,704	-92%
Average Delay (mm:ss)	19:58	00:59	-95%
Latent Delay (hr)	44,543	32	-100%
Latent Demand	36,292	34	-100%
Total Travel Time (hr)	26,552	8,824	-67%
Total Stops	2,856,016	162,669	-94%
Vehicles Arrived	57,290	101,271	77%
Vehicle Miles Traveled (mi)	194,471	353,102	82%

2040 Horizon	Daily TT Savings (hr)	Ann. TT Savings (hr)	Ann. Benefits ($)
Build Alt	23,851	6,201,338	$ 119,049,575

*Benefits over 2040 No-Build Alternative using AM & PM Peak Period at 260 days.

5.7 Safety Analysis of the 2040 No-Build and Build Alternatives

5.7.1 HSM Analysis

As discussed earlier under Section 3.4, the crash data was obtained from FDOT Crash Analysis Reporting System (CARS) and summarized in Table 3.5. It was found that the percentages of the major crash types and the contributing factors were found to be very similar across the three interchanges. In order to assess the benefits of the proposed interchange and roadway design improvements as part of the three Build Alternatives, the theories and methods contained in Part C of the American Association of State and Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM) were used. Part C of the HSM outlines procedures to estimate the frequency of crashes expected on a roadway based on geometric and traffic characteristics. The crash frequency is estimated based on predictive methods using Safety Performance Functions (SPFs) to determine base condition performance. Then Crash Modification Factors (CMFs) are applied to account for the unique characteristics of the site being analyzed. The Empirical Bayes (EB) Method is applied to determine the expected crash frequency for the "No-Build" condition. The EB Method combines the predicted average crash frequency, determined as part of the predictive method, and the observed crash frequency to determine the expected crash frequency. The addition of the observed crash frequency provides a more statistically reliable estimate of the expected average crash frequency. The HSM Arterial Spreadsheets and Excel file provided by FDOT for use on Freeways and Ramps were utilized to conduct this analysis. The limits of this analysis included:

- I-95 from south of Sample Road to north of Hillsboro Boulevard
  Including: Three freeway segments (including associated weaving sections), seven ramp terminals, nine merging segments, and seven diverging segments
- Sample Road from NW 5th Terrace to NE 3rd Avenue
  Including: Three arterial segments and three arterial intersections
- SW 10th Street from South Military Trail to Natura Boulevard
  Including: Five arterial segments and three arterial intersections
- Hillsboro Boulevard from SW 12th Avenue to Natura Boulevard
  Including: Three arterial segments and two arterial intersections

The primary modifications along the freeway segments include the addition of collector-distributor (C-D) roads at the SW 10th Street and Hillsboro Blvd Interchanges and the resultant reorganization of freeway entry and exit points, which contributed to changes in the predicted crash frequencies. Additionally, the ramp terminals at SW 10th street were re-designed. The HSM analysis for the No-Build and Build alternatives is summarized in **Table 5.24**. No changes

are proposed at the Sample Road Interchange; therefore, no Build condition analysis was conducted and the same crash frequency was assumed for the No-Build and Build conditions.

Table 5.24: 2040 No-Build and Build Alternatives – Summary of HSM Analysis

SW 10th Street HSM Analysis Summary					
Interchange	Site Type	No-Build Predicted Crash Frequency (crashes/year)	Build 1 Predicted Crash Frequency (crashes/year)	Build 2 Predicted Crash Frequency (crashes/year)	Build 3 Predicted Crash Frequency (crashes/year)
Sample Road	Freeway	129.72	129.72	129.72	129.72
	Arterial	38.95	38.95	38.95	38.95
SW 10th Street	Freeway	190.93	214.89	225.45	250.99
	Arterial	38.93	39.59	43.05	43.15
Hillsboro Blvd	Freeway	130.86	126.30	128.82	136.09
	Arterial	28.00	28.00	28.59	28.63
Total	Freeway	451.51	470.92	483.99	516.81
	Arterial	105.88	106.54	110.58	110.73
	All	**557.39**	**577.46**	**594.58**	**627.54**

The HSM analysis conducted is showing an increase in crashes from the No-Build to each of the Build conditions. The potential reasons for this increase are discussed in detail below. The complete summary tables for each location can be found in **Appendix Q**.

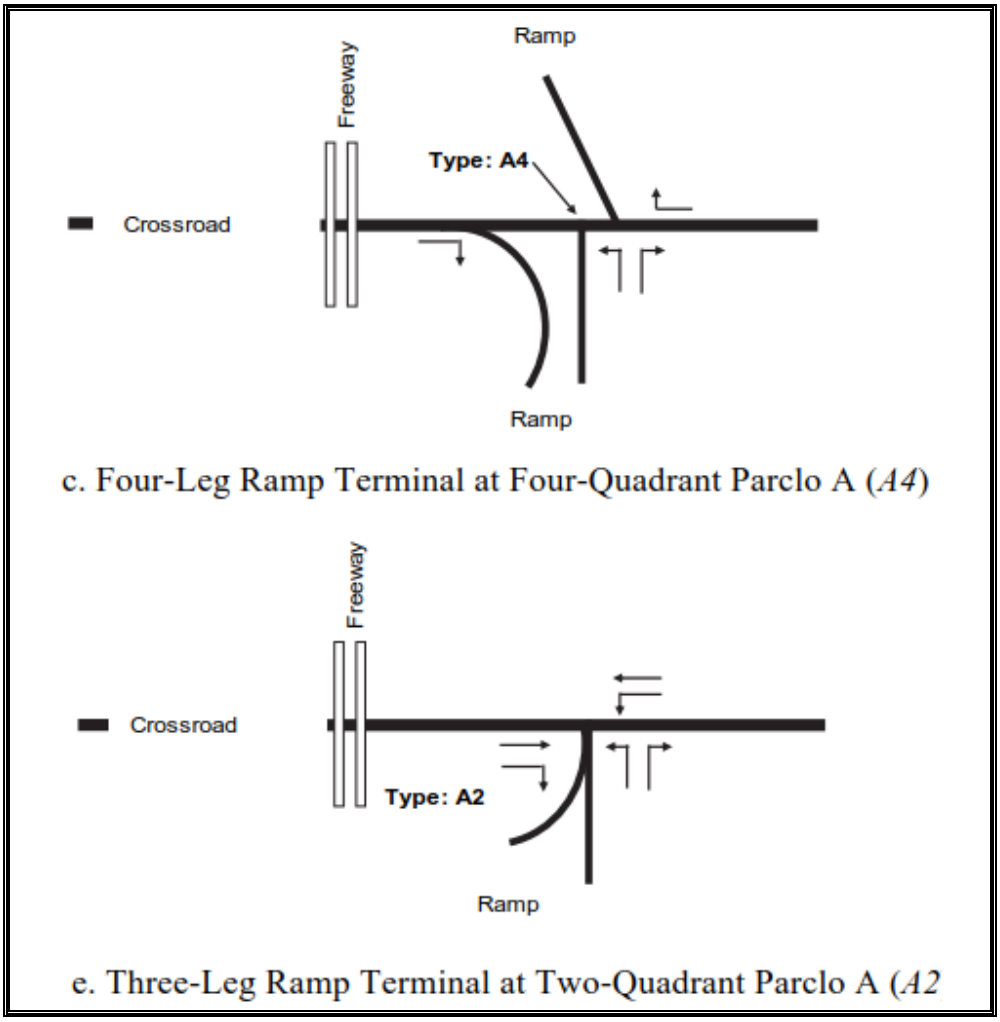
Based on the HSM analysis, the greatest benefit was seen through the Hillsboro Boulevard interchange. Within this interchange the predicted freeway crashes per year dropped from 131 under the No-Build conditions to 126 under the Build 1 conditions then increased to 129 and 136 crashes under the Build 2 and Build 3 conditions, respectively.

While the HSM predictive method is a very useful tool in assessing the safety impacts of new and modified roadways, there are still some limitations. These methods are relatively new and research is still being conducted to determine the safety impacts and predictive methods for some of the new and developing traffic management strategies and innovative roadway designs being produced at this time. One of the major factors that impacted the analysis, primarily in the vicinity of SW 10th Street, is the SPFs dependency on length and AADT. A good example of this is seen when comparing the freeway segments for the SW 10th Street No-Build and Build 1 conditions, where the AADT is the same and only the geometry changes. In the No-Build condition, SW 10th Street is a traditional interchange with merge and diverge points in both directions, resulting in an effective freeway length (total length minus merge and diverge areas) of 1.45 miles. However, in the Build conditions, these merge and diverge areas are relocated or eliminated through the use of C-D roads (braided ramps) and auxiliary lanes resulting in two freeway segments that have a total effective length of 1.88 miles. Due to the SPFs reliance on length and AADT, this increase in length results in 26 more crashes predicted in Build 1 vs. No-

Build. Therefore, even though from an operational standpoint, the re-organization of the merge and diverge points will most likely yield good results with increased safety, better average speeds and travel time reliability through the interchange, these benefits cannot be reflected in the HSM analysis.

Another major factor contributing to the increase in crashes at the SW 10th Street interchange based on HSM methodology is the increase in crashes at the NB exit ramp terminal. This ramp terminal is being re-designed from the existing "Three-leg at Two-Quadrant Parclo A" design to a "Four-leg at Four-Quadrant Parclo A" design as shown in **Figure 5.21**. Prior to the application of Crash Modification Factors (CMFs) this change in design shows a reduction in crashes, however, after the CMFs are applied, the values change and result in an increase in crashes for the Build 1 Condition. The HSM methodology fails to recognize the safety benefits of the conversion of the westbound left turn movement into a free-flow right turn movement.

Figure 5.21: SW 10th Street – I-95 NB Ramp Terminal Configuration – No-Build Vs. Build



The CMFs that have the biggest impact are the presence of turn lanes, protected only left-turn signal phasing and channelized right turns. When turn lanes or protected only left-turn phasing are presents a CMF of lower than 1 is applied, which reduces the predicted crash rate. When a channelized right-turn is present a CMF higher than 1 is applied, which increases the predicted crash rate. In the No-Build condition, at SW 10th Street, left-turn lanes with protected only signal phasing are present for the westbound approach (entering the loop ramp to northbound I-95) and a channelized right-turn is present on the eastbound approach (entering the loop ramp to northbound I-95). However in the Build condition this westbound left-turn movement is eliminated and replaced by an exclusive westbound to northbound ramp with a channelized right-turn entry. Based on the geometric and signal related features for the No-build condition the final CMFs are 0.55 for fatal crashes and 0.68 for Property Damage Only crashes, whereas the final CMFs for the Build Condition are 1.21 for fatal and property damage only crashes. As with the freeway segment, the potential operational benefits of eliminating the westbound left-turn movement in the Build condition are not able to be reflected by the HSM analysis and are actually being negatively represented by an increase in predicted crashes. Some of the other limitations that may have impacted this analysis include innovative arterial intersection designs, no analysis for six-lane arterial segments, and Express Lanes.

The arterial intersections' SPFs are based on classic three and four leg intersection design and as such the innovative design being proposed at SW 10th Street and Newport Center Drive cannot be accurately reflected. The proposed design eliminates the northbound and southbound left-turn and through movements and redirects them to a loop road that connects the north and south sides of Newport Center Drive. While we know that both safety and operational impacts should be seen by eliminating these movements there is currently no way to reflect the elimination of a major movement in the HSM analysis. Additional research was conducted to see if any CMFs exist to account for this change, however, nothing could be found. When individual sites along SW 10th Street are looked at, most sites show either the same or a lower crash frequency for the Build condition vs. the No-Build condition. The only areas that show an increase in crashes are the sites in the vicinity of Newport Center Drive where the AADT increased in the Build condition, but the intersection geometry/configuration could not be accurately reflected.

All three of the arterials being analyzed are six-lane divided arterials. However, the HSM only includes SPFs for four-lane divided arterials. When conducting this analysis all arterials were shown as four-lane divided arterials and then an additional Crash Modification Factor (CMF) was applied to account for the six-lane condition. The CMF used was determined via the CMF Clearing House website, details of this CMF can be found in Appendix Q.

5.7.2 Traditional Crash Reduction Analysis

As discussed above, the limitations in the HSM methodology could not quantify the safety benefits of the proposed improvements under the Build conditions. Therefore, in consultation with FDOT and District 4 Safety staff, it was determined that a traditional crash reduction analysis will need to be conducted to determine the safety benefits of the proposed improvements.

In order to estimate the potential safety benefits associated with proposed freeway, interchange, and arterial improvements, the crash reduction analysis utilized the following steps:

1. Identifying applicable crash reduction factors (CRF)
2. Identifying potentially correctable crashes for each improvement with an applicable CRF
3. Applying the CRFs to potentially correctable crashes to estimate the crash reduction per year.

This analysis was conducted based on historic crash data for the years 2012 to 2016. Life cycle analysis, which takes into account the project life in years and capital recovery factor, was not included in this analysis.

The following available resources in the order listed, were used to determine the applicable CRFs:

- FHWA Desktop Reference for Crash Reduction Factors
- FDOT approved Technical Report "Update of Florida Crash Reduction Factors and Countermeasures to improve the Development of District Safety Improvement Projects"
- CMFClearinghouse.org website
- Literature Review for any recent studies that may provide applicable CRFs

Based on the available CRF data, applicable CRFs were identified for the following nine of the proposed improvements under the Build alternatives:

1. I-95 NB auxiliary lanes between Hillsboro Boulevard and Palmetto Park Road.
2. I-95 SB auxiliary lanes between Hillsboro Boulevard and Palmetto Park Road.
3. I-95 SB auxiliary lane between SW 10th Street and Sample Road.
4. Widen the EB to NB loop on-ramp from SW 10th Street to two lanes.
5. Widen NB off-ramp to SW 10th Street from one lane to two lanes.
6. Provide two right-turn lanes on the SB off-ramp to SW 10th Street.
7. Convert SW 10th Street/Newport Center Drive intersection from conventional intersection to RCUT Style intersection.

8. Provide an additional WB left-turn lane at the SW 10th Street and SB entry/exit ramp intersection.
9. Provide dual EB and WB left turn lanes and an exclusive EB right turn lane at the SW 10th Street/Natura Blvd Intersection

It is important to note that appropriate CRFs are not available for many of the proposed improvements under the Build alternatives. These improvements are very likely to improve the operations and consequently the safety, the benefits of which cannot be quantified due to the lack of available data. Some of the improvements for which no appropriate CRFs could be obtained are:

1. Removal of the traffic signal for the WB to SB movement at the SW 10th Street interchange. This signal is being combined with the SB off-ramp signal.
2. Elimination of the weaving between the EB Hillsboro Boulevard to I-95 NB loop ramp and the NB I-95 to WB Hillsboro Boulevard loop ramp.
3. Elimination (through braided ramps) of the conflict between the NB On-ramp from SW 10th Street and NB Off-Ramp to Hillsboro Boulevard.
4. Elimination (through braided ramps) of the conflict between the SB On-ramp from Hillsboro Boulevard and the SB Off-Ramp to SW 10th Street.
5. Elimination of the WB to SB I-95 loop ramp merge with I-95 mainline lanes at Hillsboro Boulevard
6. Increasing the storage length of the NB Off-Ramp to Hillsboro Boulevard from 2450’ to 4100’ to prevent queue spillback onto I-95 mainline.
7. Increasing the storage length of the SB Off-Ramp to SW 10th Street from 1360’ to 4150’ to prevent queue spillback onto I-95 mainline.

The 2012 to 2016 crash data related to the nine improvements for which CRFs were available was obtained and a high-level review was conducted to determine those crashes that may be correctable as a result of each of the nine improvements. Crash data for all but one of the improvements was obtained from the FDOT Crash Analysis Reporting System (CARS). SW 10th Street is not a State Road east of the NB I-95 on/off ramp intersection. As such, the crash data for the SW 10th Street/Natura Boulevard intersection had to be obtained from Signal Four Analytics. The crash data was filtered to include only those crashes that would be applicable to the associated improvements. For example, only the crashes that occurred in the southbound direction were used in the analysis for the SB auxiliary lane improvements. All pertinent data is included in **Appendix Q**. The results of this analysis are summarized in **Table 5.25**. The analysis results show that approximately 43 crashes per year may be reduced by the proposed improvements resulting in an annual safety benefit of $6,358,987. The safety benefit per year was calculated based on the average cost per crash provided in the FDOT Design Manual which is based on the 2012 to 2016 crash data.

Table 5.25: Crash Reduction Analysis Summary

#	Improvement	BMP	EMP	CRF[1]	Source	Potentially Correctable Crashes[2] (2012-2016)	Estimated Crash Reduction (per year)	Cost per crash[3]	Estimated Safety Benefit (per year)
1	I-95 NB auxiliary lanes between Hillsboro Boulevard and Palmetto Park Road.	25.013/0.000	25.334/1.354	21%	CMF Clearing House	227	9.534	$153,130	$1,459,941.42
2	I-95 SB auxiliary lanes between Hillsboro Boulevard and Palmetto Park Road.	25.334/1.337	24.980/0.000	21%	CMF Clearing House	278	11.676	$153,130	$1,787,945.88
3	I-95 SB auxiliary lane between SW 10th Street and Sample Road.	23.526	21.983	21%	CMF Clearing House	201	8.442	$153,130	$1,292,723.46
4	Widen the EB to NB loop on-ramp from SW 10th Street to two lanes.	-	-	25%	FDOT Report	26	1.3	$153,130	$199,069.00
5	Widen NB off-ramp to SW 10th Street from one lane to two lanes	-	-	25%	FDOT Report	57	2.85	$153,130	$436,420.50
6	Provide two right-turn lanes on the SB off-ramp to SW 10th Street	-	-	17%	FDOT Report	52	1.768	$153,130	$270,733.84
7	Convert SW 10th Street/Newport Center Drive intersection from conventional intersection to RCUT Style intersection	1.774	1.874	15%	FHWA-HRT-17-082	86	2.58	$123,598	$318,882.84
8	Provide an additional WB left-turn lane at the SW 10th Street and SB entry/exit ramp intersection	1.955	2.135	17%	FDOT Report	44	1.496	$123,598	$184,902.61
9	Provide dual EB and WB left turn lanes and an exclusive EB right turn lane at the SW 10th Street/Natura Blvd Intersection[4]	n/a	n/a	28%	FDOT Report	59	3.304	$123,598	$408,367.79
						Total	**42.95**		**$6,358,987.34**

1. See appendix Q for CRF Reference Information
2. See Appendix Q for Crash Data
3. Cost per crash based on FDOT Design Manual Section 122.6.1 Table 122.6.1
4. This portion of SW 10th Street is not part of the SHS, crash data was obtained from Signal Four Anlaytics

6 OTHER CONSIDERATIONS

6.1 Potential Design Exceptions and Variations

Improvements along the I-95 mainline and ramps will require a border width variation, as there are several locations where the 94' minimum width cannot be achieved without further right-of-way acquisition, and a horizontal alignment variation due to several curves that do not meet the minimum curve length of 400'. Improvements along SW 10th Street may require a border width variation from the I-95 interchange to Military Trail where the minimum 8' cannot be established, a median width variation at several locations where the minimum 15.5' width is not provided, and a shoulder width variation for each direct connect bridge over I-95 and SW 10th Street connecting managed lanes and express lanes. All other improvements along the mainline, ramps, SW 10th Street and Hillsboro Boulevard should be designed using minimum standards established in the latest editions of AASHTO's A Policy on Geometric Design of Highways and Streets and the FDOT Design Manual.

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7 PROJECT JUSTIFICATION

7.1 FHWA's Policy on Access to the Interstate System

The Federal Highway Administration's (FHWA's) newly adopted policy on *Access to the Interstate System* became effective on May 22, 2017 and replaces the policy of August 27, 2009 on *Access to the Interstate System*, published at 74 Federal Register 43743. The changes in this policy are made to ensure this policy focuses on safety, operational, and engineering issues. The consideration of social, economic, and environmental impacts discussed in the 2009 policy are removed from this policy. However, the removal from this policy does not eliminate the need to consider those matters. Those issues will be addressed under the National Environmental Policy Act and other statutes and regulations applicable to the approval process.

This policy is effective as of May 22, 2017.

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, the Federal Highway Administration's (FHWA) decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements:

Considerations and Requirements

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

on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The operational analysis conducted for the SIMR confirmed that the proposed interchange modifications are not expected to have any significant adverse impacts on safety and operations on the interstate facility (I-95). The proposed improvements along Hillsboro Boulevard and SW 10th Street under the Build alternatives are expected to significantly improve the operations at the NB and SB off-ramp terminal intersections. The 2040 No-Build queuing results for the NB off-ramp at SW 10th Street show the queues to be approaching the available storage lengths which could adversely impact the flow of traffic along I-95. The proposed improvements under the 2040 Build conditions are projected to significantly increase the available storage length for this ramp and should prevent the queue from adversely affecting the operations along I-95. The comparison between No-Build and Build Alternative 3 shows that annual travel time saving is approximately $ 119 million. Build Alternative 3 is projected to significantly reduce delays during AM and PM peak hours. The projected failing conditions under the No-Build Alternative are expected to increase future crash risk within the project corridor. This potential for increased crash risk is alleviated by the capacity improvements proposed in the Build Alternatives.

Many of the improvements proposed for this project are unconventional and unique. The limitations in the Highway Safety Manual (HSM) analysis methodology fail to capture the benefits of the proposed operational and capacity improvements proposed under the Build alternatives and consequently fail to quantify the crash reduction in a meaningful way for this project. Therefore, a traditional crash reduction analysis was conducted to estimate the potential safety benefits of the proposed freeway, interchange, and arterial improvements. The analysis shows that the proposed improvements are likely to reduce approximately 43 crashes per year resulting in an annual safety benefit of more than six (6) million dollars.

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

This SIMR does not propose any new interchanges along I-95. These existing interchanges provide access to public roads only. The improvements proposed at the interchanges will maintain full access to the existing cross streets and accommodate all movements.

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8 CONCEPTUAL FUNDING

A funding plan for the proposed project has been developed and the right of way phase has been programmed. The interchange improvements will be constructed as part of a Design/Build project under FM number 436964-2 as follows:

- Design/Build Advertisement – April 2024
- Contract Execution – December 2024
- Open to Traffic – July 2027

Funding has been identified in the Work Program for the preliminary design, right of way, utility and design build phases in FY 2019 through FY 2024. The total estimated construction cost is $286 million. Cost estimates have been developed based on an engineer's opinion of probable cost using current FDOT Long Range Estimates (LRE) base costs.

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9 CONCLUSION AND RECOMMENDATION

The primary purpose of the I-95 Systems Interchange Modification Report (SIMR) project is to identify the long-term needs through 2040 and to develop design concepts to address traffic spillbacks onto I-95, improve interchange operations, reduce congestion, and enhance safety at the I-95 interchange at SW 10th Street (SR 869) and adjacent interchanges at Hillsboro Boulevard (SR 810) and Sample Road (SR 834). This SIMR evaluates the traffic operations of the No-Build, Build 1 and Build 2 alternatives.

The information and analysis indicate that several of the merge, diverge and weaving areas have been designated as High Crash Locations at some point within the last three years of analysis (2013-2015). Similarly, the No-Build Alternative is projected to experience operational failures at multiple merge, diverge and weave locations along I-95 within the study interchanges. Proposed modifications to the interchange are recommended to address projected deficiencies in the future. Listed below are specific modifications and projected benefits:

- The proposed Build alternatives with a 7,900 foot SB auxiliary lane on I-95 between the SB entrance ramp from SW 10th Street and the SB exit ramp to Sample Road creates a 4-lane mainline segment on SB I-95 and is projected to significantly improve the operations in the SB direction.
- The proposed NB braided ramps at the SW 10th Street interchange and the SB braided ramps at Hillsboro Boulevard not only reduce the number of merge and diverge points along I-95 but also provides for longer off-ramp storage lengths. Freeway analysis projects significant improvements over the No-Build conditions in the merge, diverge and mainline operations in both directions.
- The interchange ramp terminal improvements proposed under the Build alternatives are projected to significantly improve the operations at the ramp terminals and potentially eliminate the possibility of off-ramp queues spilling on to the mainline.
- The proposed elimination of the SB on-ramp signal at SW 10th Street and the proposed improvements along SW 10th Street are expected to significantly improve the flow of traffic along the arterial, particularly at the interchange. The improved operations are projected to improve the safety along the corridor.
- The intersection of SW 10th Street and Newport Center Drive is located less than 900 feet west of the SB off-ramp terminal and the westbound queues affect the ramp operations. In order to provide more green time for the east-west movements at this intersection, the northbound and southbound approaches have been modified to allow only right turn movements. Triple right turn lanes have been provided on the northbound and southbound approaches. The northbound and southbound through and left turn

movements have been reassigned based on their destination to SW 12th Avenue/Newport Center Drive local road.

These improvements address the traffic operation deficiencies by eliminating or improving the failing conditions within the interchange influence area and improving safety by reducing congestion and improving operating conditions along SW 10th Street and Hillsboro Boulevard. A traditional crash reduction analysis shows that the proposed improvements are likely to reduce approximately 43 crashes per year resulting in an annual safety benefit of more than six (6) million dollars.

Table 9.1 provides a comparison of the Design Year 2040 intersection analysis results. It is evident from this summary table that the Build alternatives are projected to provide better operating conditions than the No-Build in Design Year 2040. Among the Build alternatives, Build 2 appears to provide better MOEs than Build 1 and Build 3 has slightly better MOEs than Build 2. It is important to note that the traffic demand through the roadway network is the highest under Build 3 due to the system-to-system connection between Sawgrass Expressway in the west and I-95 in the east.

Table 9.2 provides a comparison of the off-ramp queuing analysis results for Design Year 2040. The analysis indicates that under the Build alternatives, it is highly unlikely for the off-ramp queues to exceed the available storage lengths. It is also important to note that the Build queues are shorter than the No-Build queues in most instances.

Considering the overall operations along I-95, ramp terminals, and along Hillsboro Boulevard and SW 10th Street, all three Build alternatives are projected to provide better operating conditions than the No-Build. However, the operational improvements under the Build 3 alternative are better than Build 1 and Build 2 despite the highest traffic demand under Build 3. In terms of Strategic Intermodal System (SIS) connectivity, Build 3 provides better connectivity. Build 3 provides a direct and logical system-to-system connection between Sawgrass Expressway and I-95 and Florida's Turnpike. VISSIM analysis of the No-Build and Build 3 alternatives confirms that the Build 3 alternative is expected to provide better operations than the No-Build alternative in 2040.

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Table 9.1: 2040 Comparison of No-Build and Build Alternatives - Intersection Analysis Results

Arterial	Signal Controlled Intersections	Existing 2016	2040			
			No-Build	Build 1	Build 2	Build 3
		LOS (Delay)	LOS (Delay)	LOS (Delay)	LOS (Delay)	LOS (Delay)
AM Peak						
Hillsboro Blvd	SW 12th Avenue	C (32.8)	D (40.0)	D (39.3)	D (40.6)	D (40.4)
	I-95 Southbound Off-ramp	C (22.2)	C (20.4)	C (20.9)	B (19.2)	B (19.7)
	I-95 Northbound Off-ramp		B (10.5)	B (13.2)	B (12.4)	B (13.1)
	SW Natura Blvd/Fairway Dr	E (77.4)	F (80.0)	F (80.4)	F (80.4)	F (80.2)
PM Peak						
Hillsboro Blvd	SW 12th Avenue	D (42.0)	E (60.2)	E (59.2)	E (56.3)	E (60.1)
	I-95 Southbound Off-ramp	B (17.8)	B (16.7)	B (17.9)	B (18.3)	B (15.6)
	I-95 Northbound Off-ramp		A (9.8)	B (13.4)	B (12.5)	B (13.3)
	SW Natura Blvd/Fairway Dr	C (32.4)	D (38.0)	D (37.8)	D (38.1)	D (37.4)
AM Peak						
SW 10th Street	South Military Trail	F (84.8)	F (140.5)	F (121.8)	F (112.9)	D (51.5)
	East Newport Center Drive	C (32.2)	C (34.5)	A (9.9)	A (9.5)	A (9.8)
	I-95 Southbound On-ramp	B (19.1)	C (24.8)			
	I-95 Southbound Off-ramp	D (35.7)	B (17.9)	E (57.6)	D (38.7)	D (49.1)
	I-95 Northbound Ramps	D (48.6)	E (58.5)	B (19.4)	B (19.7)	C (22.1)
	FAU Research Park Blvd	D (38.4)	C (30.1)	C (29.7)	D (39.2)	C (30.8)
PM Peak						
SW 10th Street	South Military Trail	F (95.4)	F (141.4)	F (130.5)	F (109.2)	D (43.2)
	East Newport Center Drive	D (40.9)	E (64.5)	B (15.3)	B (18.2)	B (17.2)
	I-95 Southbound On-ramp	B (15.3)	D (35.6)			
	I-95 Southbound Off-ramp	D (46.2)	B (14.8)	E (75.8)	D (35.2)	D (50.0)
	I-95 Northbound Ramps	F (97.2)	F (81.3)	C (29.7)	C (22.0)	B (18.0)
	FAU Research Park Blvd	D (49.2)	D (38.8)	C (32.6)	D (38.5)	D (43.8)
AM Peak						
Sample Road	NW 5th Terrace	B (16.1)	B (15.1)	B (15.1)	B (15.2)	B (15.1)
	NW 5th Avenue	B (15.9)	B (10.6)	B (10.6)	B (10.4)	B (10.5)
	I-95 Southbound Off-ramp	B (11.3)	A (9.4)	A (9.4)	A (9.2)	A (9.3)
	I-95 Northbound Ramps	B (10.5)	A (9.3)	A (9.3)	A (9.2)	A (9.3)
	NE 3rd Avenue	D (45.6)	D (52.8)	D (52.8)	D (52.0)	D (52.8)
PM Peak						
Sample Road	NW 5th Terrace	B (15.9)	B (18.3)	B (16.9)	B (16.9)	B (16.7)
	NW 5th Avenue	B (12.8)	B (14.2)	B (13.3)	B (13.1)	B (13.0)
	I-95 Southbound Off-ramp	B (17.8)	B (19.2)	B (14.4)	B (14.1)	B (15.5)
	I-95 Northbound Ramps	C (24.1)	C (22.7)	C (21.0)	C (21.3)	C (21.5)
	NE 3rd Avenue	D (47.5)	D (46.4)	D (48.7)	D (48.4)	D (48.9)

Table 9.2: 2040 No-Build & Build - Off-Ramp Signals Queing Analysis Results

Intersection	Approach	Movt.	No-Build Queue Lengths		Build Queue Lengths			
			Available Storage	AM (PM) Queue	Available Storage	Build 1 AM(PM)	Build 2 AM(PM)	Build 3 AM(PM)
Hillsboro Boulevard at I-95 SB Off-Ramp	Southbound	L (EB)	1,565	719 (733)	1,565	719 (733)	693 (693)	702 (669)
		R (WB)	1,860	832 (503)	1,860	833 (503)	789 (488)	454 (256)
Hillsboro Boulevard at I-95 NB Off-Ramp	Northbound	L (WB)	N/A	N/A	3,275	341 (333)	276 (274)	98 (92)
		R (EB)	3,040	472 (401)	2,925	496 (#422)	496 (#422)	292 (#263)
SW 10th Street at I-95 SB Off-Ramp	Southbound	L (EB)	1,720	#468 (258)	2,975	454 (312)	437 (363)	197 (151)
		R (WB)	1,360	0 (0)	2,975	#1,475 (#1,856)	#1,229 (#993)	#868 (#631)
SW 10th Street at I-95 NB Off-Ramp	Northbound	L (WB)	1,235	#928 (#991)	2,550	#1,184 (#1,325)	#1,168 (#1,213)	#469 (234)
		R (EB)	1,235	#987 (#1,045)	2,550	620 (#1,072)	577 ((#1,008)	253 (#335)
Sample Road at I-95 SB Off-Ramp	Southbound	L (EB)	1,320	246 (438)	1,320	246 (277)	239 (264)	128 (137)
		R (WB)	1,320	#333 (672)	1,320	#333 (#491)	#320 (#486)	#185 (#285)
Sample Road at I-95 NB Off-Ramp	Northbound	L (WB)	1,405	277 (947)	1,405	277 (1,013)	277 (995)	144 (522)
		R (EB)	1,405	222 (514)	1,405	222 (547)	222 (540)	127 (318)

Queue Notes:

All lengths are in feet.

Synchro queue was multiplied by the number of turn lanes and the lane utilization factor to calculate the total queue length.

#: 95th percentile volume exceeds capacity

Example of Storage Length Calculation for SBRT at Hillsboro Blvd. = [(1920/2) + 310+ (295*2)] = 1,860 feet.

APPENDIX A

Amended Methodology Letter of Understanding (MLOU)

APPENDIX A

Amended Methodology Letter of Understanding (MLOU)

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

Scott Peterson
Planning & Environmental Management
Florida Department of Transportation
3400 West Commercial Blvd
Fort Lauderdale, FL 33309
May 4, 2017

SUBJECT: Interstate 95 and SW 10th Street (S.R. 869) Interchange Modification Report Amendment to the Methodology Letter of Understanding (MLOU)

Dear Mr. Martinez:

The purpose of this letter is to request an Administrative Amendment to the Methodology Letter of Understanding (MLOU) for the **Interstate 95 (I-95)** and **SW 10th Street (S.R. 869)** Interchange Access Request. A copy of the signed MLOU is provided in **Appendix A**. This amendment is requested to document changes in the traffic K factor values. The changes are recommended due FDOT policy changes and information related to project area historical AADT growth and recently collected existing characteristics.

The recommended modifications to the MLOU are outlined as follows:

5.0 Travel Demand Forecasting

E. Traffic Factors

(Update with the following)

- Utilizing recommended ranges identified in the Project Traffic Forecasting Handbook and Procedure (525-030-120).
- Utilizing other factors, identified below

Description:

The directional design hour volumes (DDHV) development process for the I-95 IMR will involve the application of the standard procedure of adjusting the average annual daily traffic (AADT) volumes with the Standard K and D_{30} traffic factors. However, it will be adjusted to produce AM and PM peak hour volumes along the different corridors as follows:

- Standard K will be applied to the highest peak hour period between AM or PM; the other period K factor will be determined as a ratio based on existing counts.
- I-95 mainline Standard K = 7.0% is proposed
- Standard K = 8.0 will be applied to I-95 ramps and along the crossing corridors between the I-95 Ramps. Other K factors will be based on existing and historical counts. D factors will be calculated by link for each

peak period based on existing and historical data.

As outlined in the Project Traffic Forecasting Handbook, FDOT has replaced the previous K30 factor development with Standard K factors based on research of Florida roadway characteristics and a recognized inability to continue to cost effectively design urban roadway based on the 30th highest hour demand volumes. Such is the case with I-95 within the study area, Standard K factors have been established statewide by using the data measured at the continuous count sites, and it is expected that future K values (Standard K) will be lower than existing field measured K values.

The current identified value for Standard K on I-95 mainline is 8%, however recently collected traffic data within the project area has demonstrated a lower value is appropriate. Applying a Standard K factor of 8% produces a design hour trend or DDHVs which significantly exceed historical growth trends.

Exhibit 1 shows that the historical AADT growth is <1%. Traffic volumes from the telemetered traffic monitoring site (TTMS) #0163 on I-95 just north of 48th Street in Pompano Beach (just south of SW 10th Street) were used to calculate the growth rate. The volumes show a flat growth rate over the last 15 years. The chart below shows the historical AADT volumes for I-95, with a 2015 AADT of 204,200.

Exhibit 1 - I-95 Historical AADT Volumes

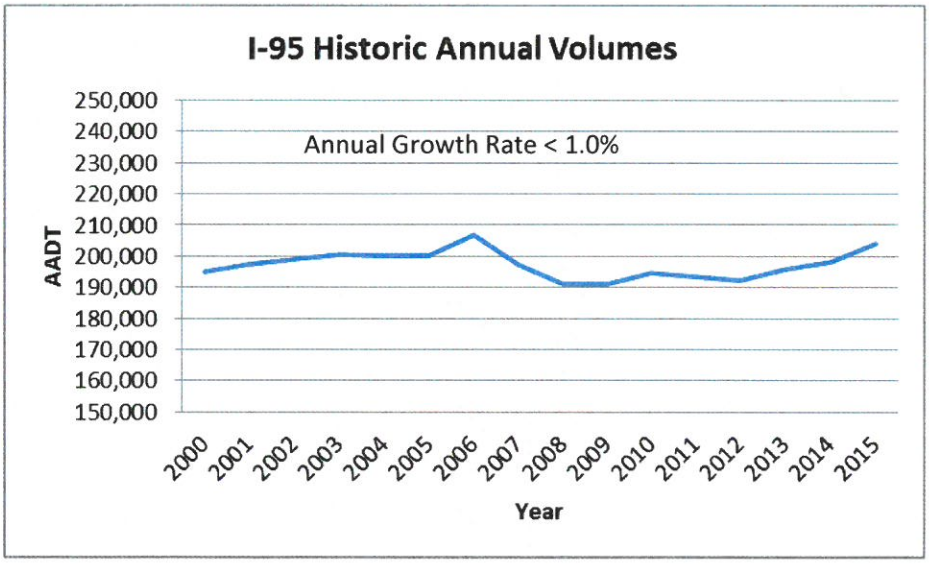


Exhibit 2 shows existing values for K and D factors. The values for K factor for I-95 mainline lanes currently range between 6.4% and 6.7%. The existing ramp K values are between 6.3% and 8.4%.

Exhibit 2 - I-95 Existing Data

I-95 Interchange	Profile	Existing 2016 (PTFM)				
		2016 AADT	AM Peak Hr Vol		PM Peak Hr Vol	
			SB AM	NB AM	SB PM	NB PM
		207,800	**6,020**	**7,880**	**6,850**	**6,720**
SR 810 - Hillsboro Blvd		27,500	1,150	1,170	1,000	1,170
		32,800	1,300	1,150	1,420	1,140
		213,100	**6,170**	**7,860**	**7,270**	**6,690**
SR 869 - SW 10th St		31,500	910	1,360	960	1,090
		30,300	1,180	990	1,170	1,220
		211,900	**6,440**	**7,490**	**7,480**	**6,820**
SR 834 - Sample Rd		27,100	790	1,190	990	900
		37,800	1,660	710	1,320	1,480
		222,600	**7,310**	**7,010**	**7,810**	**7,400**

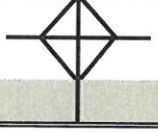
I-95 Interchange	Profile	2016 Observed K and D Values				
		2016 AADT	AM Peak Hr Vol		PM Peak Hr Vol	
			K	D	K	D
		207,800	**6.7%**	**56.7%**	**6.5%**	**50.5%**
SR 810 - Hillsboro Blvd		27,500	8.4%	50.4%	7.9%	53.9%
		32,800	7.5%	53.1%	7.8%	55.5%
		213,100	**6.6%**	**56.0%**	**6.6%**	**52.1%**
SR 869 - SW 10th St		31,500	7.2%	59.9%	6.5%	53.2%
		30,300	7.2%	54.4%	7.9%	51.0%
		211,900	**6.6%**	**53.8%**	**6.7%**	**52.3%**
SR 834 - Sample Rd		27,100	7.3%	60.1%	7.0%	52.4%
		37,800	6.3%	70.0%	7.4%	52.9%
		222,600	**6.4%**	**51.0%**	**6.8%**	**51.3%**

Exhibit 3 shows that the projected DDHV using a K factor of 8% yields a growth rate greater than 1%, which contradicts AADT historical trend and project specific growth of 0.5% per year. However, the projected DDHVs using a K factor of 7% yields a growth rate less than 1%.

Exhibit 3 - I-95 2040 Volumes, K and D Factors, and Growth Rate

2040 AADT	I-95/SW 10th PTFM (NBNI) (Standard K 8% approach)				I-95/SW 10th PTFM (NBNI) (Std. K 7% Mainline and K 8% Ramps)			
	AM DDHV		PM DDHV		AM DDHV		PM DDHV	
	SB AM	NB AM	SB PM	NB PM	SB AM	NB AM	SB PM	NB PM
234,200	**8,110**	**10,620**	**9,220**	**9,050**	**7,130**	**9,330**	**8,080**	**7,970**
30,900	1,430	1,470	1,270	1,470	1,430	1,470	1,270	1,470
39,700	1,640	1,450	1,720	1,440	1,640	1,450	1,720	1,440
243,000	**8,320**	**10,600**	**9,670**	**9,020**	**7,340**	**9,310**	**8,530**	**7,940**
37,800	1,420	1,660	1,500	1,320	1,420	1,660	1,500	1,320
39,200	1,580	1,315	1,560	1,590	1,580	1,315	1,560	1,590
244,400	**8,480**	**10,255**	**9,730**	**9,290**	**7,500**	**8,965**	**8,590**	**8,210**
33,300	1,050	1,460	1,310	1,150	1,050	1,460	1,310	1,150
42,600	1,970	970	1,580	1,810	1,970	970	1,580	1,810
253,700	**9,400**	**9,765**	**10,000**	**9,950**	**8,420**	**8,475**	**8,860**	**8,870**

2040 AADT	I-95/SW 10th PTFM (NBNI) (Standard K 8% approach)				I-95/SW 10th PTFM (NBNI) (Std. K Ramps and K 7% Mainline)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	K	D	K	D	K	D	K	D
234,200	**8.0%**	**56.7%**	**7.8%**	**50.5%**	**7.0%**	**56.7%**	**6.9%**	**50.3%**
30,900	9.4%	50.7%	8.9%	53.6%	9.4%	50.7%	8.9%	53.6%
39,700	7.8%	53.1%	8.0%	54.4%	7.8%	53.1%	8.0%	54.4%
243,000	**7.8%**	**56.0%**	**7.7%**	**51.7%**	**6.9%**	**55.9%**	**6.8%**	**51.8%**
37,800	8.1%	53.9%	7.5%	53.2%	8.1%	53.9%	7.5%	53.2%
39,200	7.4%	54.6%	8.0%	50.5%	7.4%	54.6%	8.0%	50.5%
244,400	**7.7%**	**54.7%**	**7.8%**	**51.2%**	**6.7%**	**54.4%**	**6.9%**	**51.1%**
33,300	7.5%	58.2%	7.4%	53.3%	7.5%	58.2%	7.4%	53.3%
42,600	6.9%	67.0%	8.0%	53.4%	6.9%	67.0%	8.0%	53.4%
253,700	**7.6%**	**51.0%**	**7.9%**	**50.1%**	**6.7%**	**50.2%**	**7.0%**	**50.0%**

2040 AADT	I-95/SW 10th PTFM (NBNI) (Standard K 8% approach)				I-95/SW 10th PTFM (NBNI) (Std. K Ramps and K 7% Mainline)			
	Growth Rate (2016 to 2040)				Growth Rate (2016 to 2040)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	SB	NB	SB	NB	SB	NB	SB	NB
0.5%	**1.2%**	**1.3%**	**1.2%**	**1.2%**	**0.7%**	**0.7%**	**0.7%**	**0.7%**
0.5%	0.9%	1.0%	1.0%	1.0%	0.9%	1.0%	1.0%	1.0%
0.8%	1.0%	1.0%	0.8%	1.0%	1.0%	1.0%	0.8%	1.0%
0.5%	**1.3%**	**1.3%**	**1.2%**	**1.3%**	**0.7%**	**0.7%**	**0.7%**	**0.7%**
0.8%	1.9%	0.8%	1.9%	0.8%	1.9%	0.8%	1.9%	0.8%
1.1%	1.2%	1.2%	1.2%	1.1%	1.2%	1.2%	1.2%	1.1%
0.6%	**1.2%**	**1.3%**	**1.1%**	**1.3%**	**0.6%**	**0.8%**	**0.6%**	**0.8%**
0.9%	1.2%	0.9%	1.2%	1.0%	1.2%	0.9%	1.2%	1.0%
0.5%	0.7%	1.3%	0.8%	0.8%	0.7%	1.3%	0.8%	0.8%
0.5%	**1.1%**	**1.4%**	**1.0%**	**1.2%**	**0.6%**	**0.8%**	**0.5%**	**0.8%**

- 24T and DHT_f will be calculated for each intersection or link based on existing and historical data. A minimum DHT_f factor of 2.0% will be used.
- PHF for Existing Year Analysis will be based on existing counts.
- PHF for Future Year Analyses: PHF=0.95 for I-95 Mainline and Ramp movements; PHF=0.92 for cross streets; If Adaptive Signal Control is provided, then PHF=1.00.
- TMTool, rounding and balancing will be conducted; therefore, the final K and D may not match the initial values.

The proposed revision to the traffic factors for the project are outlined below:

Roadway	K	D	24T	DHT_f	PHF
I-95 Mainline	7.0	50.5 to 56.7	4.0 to 6.0	2.0 to 3.0	0.85 to 0.99
I-95 Ramps	8.0	100	4.0 to 6.0	2.0 to 3.0	0.85 to 0.99
SW 10th Street	5.7 to 12.8	50.0 to 83.4	3.0 to 8.0	2.0 to 3.0	0.93 to 0.97
Hillsboro Boulevard	6.3 to 9.0	50.0 to 93.3	3.0 to 9.0	2.0	0.94 to 0.96
Sample Road	3.9 to 9.5	50.7 to 71.2	3.0 to 7.0	2.0 to 3.0	0.92 to 0.96

Source: AECOM preliminary calculations based on existing and historical volume data. A minimum DHT_f factor of 2.0% will be used. DHT_f factors for the Publix Distribution Center along SW 10th Street will be significantly higher within the immediate area.

Please sign the appropriate signature block to show your concurrence with the proposed Administrative Amendment #1 to the approved Methodology Letter of Understanding (MLOU) signed on January 2017. Thank you in advance for your consideration and processing of this request.

Sincerely,

Pramod Choudhary, PE, PTOE
Transportation Engineering Manager
AECOM Technical Services, Inc.

Attachment

Methodology Letter of Understanding (MLOU)

METHODOLOGY LETTER OF UNDERSTANDING - ADMINISTRATIVE AMENDMENT #1

Interstate 95 and SW 10th Street (S.R. 869)
Interchange Modification Report

Financial Project No: 436964-1-22-02

The undersigned approve and concur to amend the approved Methodology Letter of Understanding (MLOU) as stated in the letter dated May 3, 2017. All other methodology and procedures set forth in the MLOU remain unchanged and in force.

Requestor	Humberto Arrieta *FDOT District 4*	5/22/17 *Date*
Interchange Review Coordinator	Scott Peterson *Project Development Manager*	5/22/17 *Date*
State Interchange Review Coordinator	Andrew Young *Systems Planning Office – Central Office*	6/2/17 *Date*

Appendix A

I-95 and SW 10th Street (SR 869) Interchange Modification Report MLOU

1.0 Project Description

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

A. *Purpose and Need Statement*

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

This document serves as the Methodology Letter of Understanding (MLOU) between the Requester, the Florida Department of Transportation (FDOT) Central Office, and FDOT District Four for preparing an Interchange Modification Report (IMR) for the Interstate 95 (I-95) / State Road (SR) 9 and SW 10th Street / SR 869 Interchange in Broward County, Florida.

The primary purpose of this IMR is to identify the long-term needs through the year 2040 and to develop design concepts to address traffic spillbacks onto I-95, improve interchange operations, reduce congestion, and enhance safety at the study interchange at SW 10th Street (SR 869) and adjacent interchanges at Hillsboro Boulevard (SR 810) and Sample Road. FDOT District 4 has conducted an Interchange Master Plan (IMP) for I-95 interchanges within Broward County. This IMR relates to the proposed improvements associated with the IMP study. This MLOU outlines criteria, assumptions, processes and documentation requirements for this project.

A primary need of this IMR is to update geometric improvements that were based on prior design standards and historical design traffic projections. Increasing traffic spillbacks onto the I-95 mainline from the off-ramps, safety concerns at high crash locations, delay caused by congestion and inefficient traffic signal timings at I-95 ramp terminals will be addressed. The IMR must be compatible with the proposed I-95 Express Lanes. The goal is to define, prioritize and program necessary interchange projects.

B. *Project Location*

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

The project area includes I-95 (SR 9), from south of Sample Road (SR 834) Interchange (MP 21.601) to north of Hillsboro Boulevard (SR 810) interchange (MP 24.641), in Broward County, Florida. **Figure 1** provides a Project Location and **Figure 2** summarizes the interchange spacing within the IMR limits.

Exhibit / Figure # - Figure 1 and Figure 2 attached ☒

C. *Area of Influence*

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

Along mainline:

I-95 (SR 9), from south of Sample Road (SR 834) to north of Hillsboro Boulevard (SR 810), including ingress/egress ramps from/to I-95 Express Lanes.

Along crossroads:

The anticipated area of influence (AOI) typically extends from each study interchange ramp terminal intersection to the nearest signalized intersection to the east and west or additional intersections as needed. **Table 1** summarizes the proposed study intersections.

Exhibit / Figure # - Table 1 attached ☒

D. *Project Schedule*

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

The work program shows available funds for FY 2019. Therefore, the Advance Production Process (APP) schedule is anticipated at this time. The scheduling notes that construction should be in conjunction with Project FM 439891-1. The exact scope is not yet finalized; however, expectations are as follows:

- Contract Letting – September 2019
- Contract Execution – December 2019
- Open to Traffic – July 2022

2.0 Analysis Years

A. *Traffic Forecasting*
   - Base year 2010
   - Horizon year 2040

B. *Traffic Operational Analysis*
   - Existing year 2015/2016
   - Opening year 2020
   - Design year 2040

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

3.0 Alternatives

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

The implementation of TSM&O alternative will be considered in the IAR.

4.0 Data Collection

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

A. *Transportation System Data*

Data will be collected for the study from numerous sources including, but not limited to, the following.

a. Roadway Characteristics Inventory Database
b. Broward County traffic signal timing data
c. FDOT Florida Traffic Online Website
d. FDOT Florida Traffic Information (FTI) DVD
e. FDOT Crash Data (Crash Analysis Reporting System – CARS)
f. Field visits to confirm geometry, storage lengths, signal phasing, queues, etc.
g. FDOT Five (5) Year Work Program
h. SIS Funding Strategy First Five Year Plan (FY 2014/2015 through 2018/2019)
i. SIS Funding Strategy Second Five Year Plan (FY 2019/2020 through 2023/2024)
j. Broward Metropolitan Planning Organization (MPO) Transportation
k. Transportation Improvement Program (TIP)
l. FDOT traffic volume forecasts developed under the *Traffic Data Collection & Traffic Projections for I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard FM No 436964-1-22-02 Dated May 19, 2016*

m. FDOT Straight Line Diagrams
n. Conceptual Development Alternatives (CDAs) for the I-95 Express Lanes Phase 3
o. I-95 Broward and Palm Beach Origin-Destination Study

B. Existing and Historical Traffic Data

FDOT will provide the existing traffic data (2015/2016) for this project.
Traffic data includes:

- Arterial bi-directional counts in 15-minute increments
- Weekday peak period (AM and PM) turning movement counts (TMCs) at AOI signalized intersections and on- and off-ramp terminal intersections. TMCs include passenger vehicles, buses, trucks and pedestrian/bicyclist counts where applicable.

System-wide AM and PM peak hours will be identified from the traffic data and existing peak hour volumes will be determined.

The traffic data will be supplemented with existing and historical traffic data (AADTs) from the FDOT Florida Traffic Online website and available previous studies.

C. Land Use Data

The Broward MPO 2040 Long Range Transportation Plan (LRTP), Deerfield Beach comprehensive plans, applicable master plans, and active development of regional impacts (DRI) applications will be reviewed and documented in the IMR.

D. Environmental Data

Efficient Transportation Decision Making (ETDM) Environmental Data, Environmental Data from Broward County Environmental Protection and Growth Management Department and the Florida Geographic Data Library (FGDL) will be reviewed. Environmental issues, including socio-cultural features, contamination, natural resource features and noise sensitive receptors will be investigated, documented and considered as part of the IMR.

E. Planned and Programmed Projects

Applicable master plans, SIS Plans, FDOT's Five (5) Year Work Program, SW 10th Street PD&E draft tentative work program, interchange planning and safety studies performed by FDOT District Four, Broward MPO TIP, Broward MPO 2040 LRTP, local government comprehensive plans, and active development of regional impact (DRI) applications will be reviewed and documented in the I-95 IMR. Additionally, the I-95 Express Lanes Phase 3 will be reviewed to identify planned and programmed improvements within the IMR limits. The IMR improvements will be developed consistent with these plans or steps will be taken to achieve consistency.

5.0 Travel Demand Forecasting

A. *Selected Travel Demand Model(s)*

The modeling efforts have been provided by FDOT on the *Traffic Data Collection & Traffic Projections for I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard FM No 436964-1-22-02 Dated May 19, 2016*. The Southeast Florida Regional Planning Model (SERPM), Version 7.061 has been used for travel forecasting for this project. SERPM 7.061 is an Activity-Based Model (ABM) that simulates both household-level and person-level travel choices including intra-household interactions with household members. SERPM 7.061 model is validated to Year 2010 conditions and includes a future year 2040 scenario based on the adopted Cost Feasible plans from Miami-Dade MPO, Broward MPO, and Palm Beach MPO. It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies. The RTTAC-MS comprises representatives from FDOT District 4, District 6, and the three MPOs in South Florida.

B. *Project Traffic Forecast Development Methodology*

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

As presented on the *Traffic Data Collection & Traffic Projections for I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard FM No 436964-1-22-02 Dated May 19, 2016*, the comprehensive traffic forecasting method was used to develop the AADT for these PD&E studies. The traffic forecasting methodology used for each approach of each intersection was based on the 2016 AADT (from field), and 2010 and 2040 SERPM 7.061 model volumes. The recommended 2040 AADT were calculated by applying the model growth rate to the 2016 AADT. For all the roadway links, the 2016 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted. Then the 2020 and 2030 volumes were interpolated using 2016 AADT and recommended 2040 volumes.

C. *Validation Methodology*

Describe the validation methodology using current FDOT procedures and data collection procedure.

Identify how modifications to the travel demand forecasting model will be made, including modifications to the facility type and area type for links, modifications to socio-economic data and all input and output modeling files for review.

Model validations have been conducted under the *Traffic Data Collection & Traffic Projections for I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard FM No 436964-1-22-02 Dated May 19, 2016*. The SERPM 7.061 model has already been validated to Year 2010 conditions following the standard model validation procedures and principles and best practices in the industry. In addition, the growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodology were summarized and compared with each other. Based on the comparison and discussions with the FDOT Project Manager, the comprehensive traffic forecasting method was used to develop the AADT for these PD&E studies.

D. *Adjustment Procedures*

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

If the model growth rate was less than the recommended 0.5% growth rate, a 0.5% growth rate was utilized. Otherwise, the growth factor calculated based on the model volumes was used. Then the 2020 and 2030 volumes were interpolated using 2016 AADT and recommended 2040 volumes. For the roadway segments where the SERPM 7.061 2040 model volumes are lower than the SERPM 7.061 2010 model volumes, or are not included in the SERPM 7.061 network, the future 2020, 2030, and 2040 AADTs were calculated using 2016 AADT and a compound growth factor of 0.5%.

E. *Traffic Factors*

- Utilizing recommended ranges identified in the Project Traffic Forecasting Handbook and Procedure (525-030-120).
- Utilizing other factors, identified below

Description:

The directional design hour volumes (DDHV) development process for the I-95 IMR will involve the application of the standard procedure of adjusting the average annual daily traffic (AADT) volumes with the Standard K and D_{30} traffic factors. However, it will be adjusted to produce AM

and PM peak hour volumes along the different corridors as follows:

- Standard K will be applied to the highest peak hour period between AM or PM; the other period K factor will be determined as a ratio based on existing counts.
  Standard K = 9.0 will be applied to I-95 mainline, ramps, and along the crossing corridors between the I-95 Ramps. Other K factors will be based on existing and historical counts. D factors will be calculated by link for each peak period based on existing and historical data.
- 24T and DHT_f will be calculated for each intersection or link based on existing and historical data. A minimum DHTf factor of 2.0% will be used.
- PHF for Existing Year Analysis will be based on existing counts.
- PHF for Future Year Analyses: PHF=0.95 for I-95 Mainline; PHF=0.92 for intersections and I-95 Ramps; If Adaptive Signal Control, then PHF=1.00.
- TMTool, rounding and balancing will be conducted; therefore, the final K and D may not match the initial values.

Roadway	K	D	24T	DHT_f	PHF
I-95	9.0	50.5 to 100	4.0 to 6.0	2.0 to 3.0	0.85 to 0.99
SW 10th Street	5.7 to 12.8	50.0 to 83.4	3.0 to 8.0	2.0 to 3.0	0.93 to 0.97
Hillsboro Boulevard	6.3 to 9.0	50.0 to 93.3	3.0 to 9.0	2.0	0.94 to 0.96
Sample Road	3.9 to 9.5	50.7 to 71.2	3.0 to 7.0	2.0 to 3.0	0.92 to 0.96

Source: AECOM preliminary calculations based on existing and historical volume data. A minimum DHT_f factor of 2.0% will be used.

6.0 Traffic Operational Analysis

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

A. Existing Area Type/Traffic Conditions

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

B. Traffic Analysis Software Used

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

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

Type of request ☐ IJR ☒ IMR ☐ IOAR

Type of Process ☒ Programmatic ☐ Non-Programmatic

SR-9/I-95 from SW 10th Street to Hillsboro Boulevard, Broward County

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

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

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

Requestor	Humberto Arrieta *FDOT District 4*	5/22/17 *Date*
Interchange Review Coordinator	Scott Peterson *Project Development Manager*	5/22/17 *Date*
State Interchange Review Coordinator	Andrew Young *Systems Planning Office – Central Office*	6/2/17 *Date*

Other	☐	☐	☐	☐	☐	☐	☐

C. *Calibration Methodology*

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

Calibration will be conducted and documented based on the guidelines presented on the *FDOT Traffic Analysis Handbook, March 2014.*

D. *Selection of Measures of Effectiveness (MOE)*

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

  Analyses of the I-95 system, including the mainline and the interchange ramps, will be based on criteria and policies detailed in the FDOT Interstate Access Request User's Guide, 2015 Edition. Freeway and ramp operations analyses will be conducted utilizing Highway Capacity Software (HCS 2010) (MOE: Density). Intersection analyses will be conducted using Synchro 9.0 software and results will be reported utilizing the HCM 2010 output when feasible. Otherwise, results will be reported utilizing the HCM 2000 output (MOE: Delay).

  FDOT Topic No. 525-000-006 provides Level of Service (LOS) standards for the State Highway System (SHS). The following LOS criteria are considered acceptable for the IMR.

  Urbanized Areas over 500,000
  - SIS Facilities – LOS D
  - Other State Roads – LOS D

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

  In addition to the signalized intersection LOS criteria stated above, operational criteria will also include the following:

  - Maximum volume-to-capacity (v/c) ratio
    - Each intersection movement should have a v/c ratio of 1.0 or less.
  - Interchange ramp queue length
    - The 95th percentile queue will be utilized to determine the required storage length for all interchange off-ramp queue lengths. The 95th percentile queue will be calculated utilizing HCM 2010 methodology when feasible. Otherwise, the intersection Queue Report will be utilized.

7.0 Safety Analysis

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

Years: 2012, 2013, and 2014
Source: FDOT Crash Data (CARS)

8.0 Consistency with Other Plans/Projects

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

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

developed.

C. *The operational relationship of this request to the other interchanges will be reviewed and documented. The following other IARs are located within the area of influence:* None. The I-95 IMR will consider the relationship of the interchanges within the study area

9.0 Environmental Considerations

A. *Status of Environmental Approval and permitting process.*
The IMR will identify potential long-term improvements to the interstate and adjacent roadway network. Once improvements have been identified, a determination of Environmental Approval and permitting process will be conducted.

B. *Identify the environmental considerations that could influence the outcome of the alternative development and selection process.*
Environmental issues, including socio-cultural features, contamination, natural resource features, and noise sensitive receptors, will be investigated, documented, and considered as part of the IMR.

10.0 Coordination

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

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

11.0 Anticipated Design Exceptions and Variations

☒ *Design exceptions/variations are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards.*

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

12.0 Conceptual Signing Plan

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

13.0 Access Management Plan

☒ *Access management plan within the area of influence will not be changed by the proposed*

improvements to the interchange.

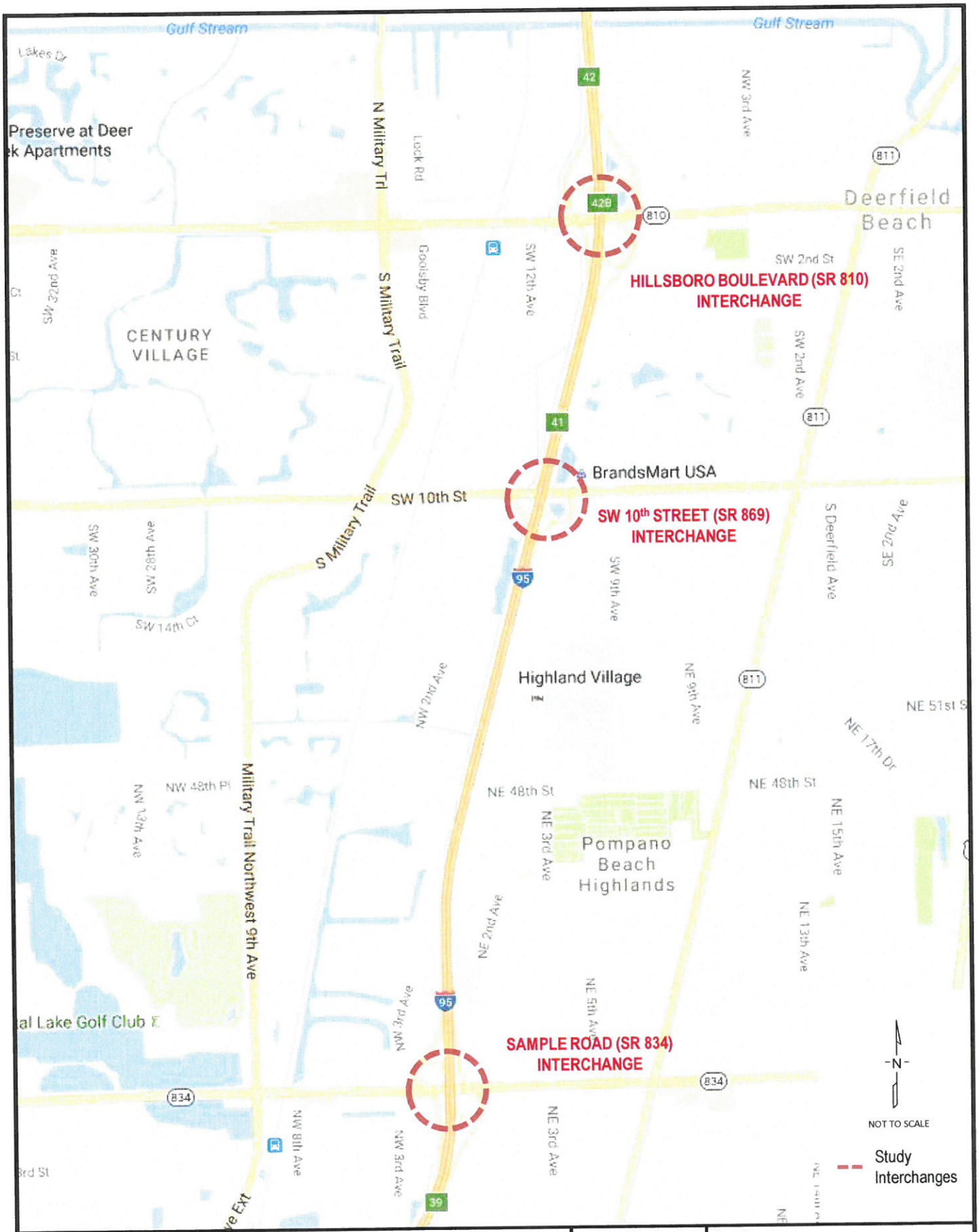
☐ *The improvement will affect access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange:*

14.0 FHWA Policy Points

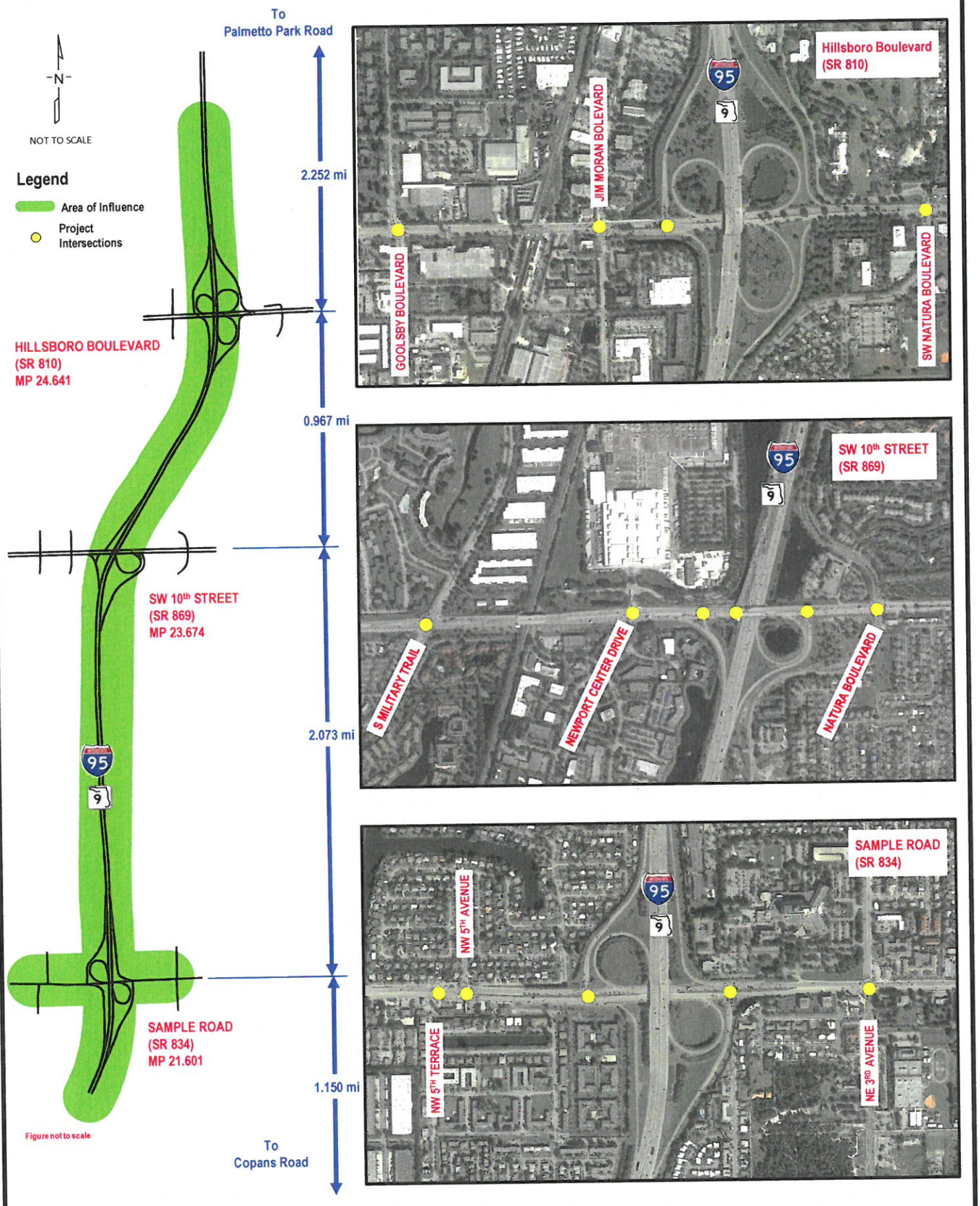
☒ *The FHWA eight policy points will be addressed within the access request.*

Table 1: Proposed Study Intersections

Interchange	List of Intersections
Sample Road (SR 834)	• I-95 NB off ramp at Sample Road • I-95 SB off ramp at Sample Road • Sample Road at 5th Terrace/5th Ave • Sample Road at NE 3rd Avenue
SW 10th Street (SR 869)	• I-95 NB off ramp at SW 10th Street • I-95 SB off ramp at SW 10th Street • SW 10th Street at S. Military Trail • SW 10th Street at Newport Center Drive • SW 10th Street at Natura Boulevard
Hillsboro Boulevard (SR 810)	• I-95 NB off ramp at Hillsboro Boulevard • I-95 SB off ramp at Hillsboro Boulevard • Hillsboro Boulevard at SW 12th Avenue • Hillsboro Boulevard at Natura Boulevard/Fairway Drive



FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV – SR 9 (I-95) SIMR METHODOLOGY LETTER OF UNDERSTANDING (MLOU)	FIGURE 1	PROJECT LOCATION MAP



FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV – SR 9 (I-95) SIMR METHODOLOGY LETTER OF UNDERSTANDING (MLOU)	FIGURE 2	STUDY AREA

APPENDIX B

Raw Traffic Data & Signal Timing Data

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	59	0	46	150	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	150	71	0	86	216	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	254	118	0	123	270	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	267	175	0	119	373	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	308	171	0	178	356	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	407	182	0	184	384	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	418	142	0	188	476	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	424	122	0	121	474	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	396	126	0	129	473	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	408	105	0	112	455	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	457	88	0	92	455	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	395	111	0	84	418	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	338	159	0	100	457	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	295	112	0	96	479	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	323	154	0	102	396	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	335	128	0	82	487	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	346	159	0	109	380	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	314	116	0	114	425	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	359	153	0	90	398	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	341	103	0	96	448	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	407	116	0	116	457	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	319	106	0	94	455	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	273	83	0	76	458	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	282	99	0	87	462	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	1	0	0	6	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	1	0	1	21	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	5	0	0	13	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	17	6	0	0	9	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	20	7	0	0	8	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	9	3	0	0	10	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	6	7	0	0	10	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	8	2	0	1	8	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	7	0	0	9	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	11	3	0	1	7	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	13	8	0	1	8	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	13	5	0	1	8	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	3	0	1	9	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	13	7	0	1	10	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	10	3	0	1	9	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	7	5	0	5	10	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	9	3	0	2	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	1	0	0	8	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	4	0	2	5	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	2	0	0	9	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	1	0	2	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	4	1	0	1	4	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	3	0	0	9	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	118	46	1	35	145	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	140	89	0	88	266	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	259	114	0	133	295	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	344	125	0	112	454	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	261	60	0	84	403	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	356	188	0	166	439	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	363	164	0	207	482	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	407	150	0	237	537	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	382	151	0	169	504	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	356	126	0	195	495	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	396	195	0	163	471	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	393	135	0	193	418	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	358	123	0	160	463	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	323	148	0	199	455	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	371	146	0	181	481	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	320	179	0	159	462	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	319	256	0	183	444	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	389	179	0	179	445	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	329	179	0	208	407	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	294	216	0	212	448	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	394	188	0	175	483	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	344	148	0	208	412	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	281	126	0	125	449	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	302	127	0	132	462	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	3	0	0	10	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	5	4	0	1	10	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	12	4	0	1	10	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	4	2	0	1	8	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	17	9	0	2	7	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	15	9	0	0	4	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	12	3	0	1	12	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	16	1	0	2	15	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	21	4	0	3	15	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	12	5	0	0	10	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	18	1	0	1	6	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	14	1	0	0	8	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	4	5	0	3	10	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	9	6	0	0	7	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	13	6	0	2	11	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	11	1	0	3	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	8	3	0	2	9	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	3	0	4	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	7	1	0	0	9	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	4	2	0	0	5	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	5	4	0	2	5	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	7	2	0	1	7	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	39	0	42	162	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	151	68	0	65	240	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	256	113	0	99	300	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	338	125	0	87	399	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	349	140	0	101	391	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	412	109	0	107	433	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	405	109	0	91	476	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	424	59	0	80	545	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	461	68	0	73	453	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	463	56	0	77	456	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	413	72	0	94	470	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	426	79	0	62	416	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	331	101	0	75	470	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	320	122	0	97	462	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	343	203	0	174	484	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	335	146	0	151	453	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	362	168	0	146	401	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	388	124	0	143	414	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	387	123	0	143	410	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	351	93	0	173	430	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	386	119	0	161	486	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	420	63	0	131	450	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	284	94	0	107	492	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	327	78	0	128	496	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	1	0	0	15	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	1	0	1	15	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	7	4	0	0	14	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	8	1	0	0	7	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	14	2	0	0	10	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	10	6	0	0	12	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	4	4	0	0	6	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	6	5	0	0	7	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	4	0	0	8	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	9	5	0	0	9	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	7	2	0	0	9	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	5	8	0	1	8	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	5	3	0	1	10	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	5	0	3	8	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	10	5	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	3	0	2	8	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	4	3	0	1	12	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	5	0	3	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	2	0	0	10	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	0	0	0	173	0	0	0	0	0	0	10	0	23
06:15 AM	0	0	150	0	0	0	262	0	0	0	0	0	0	16	0	40
06:30 AM	0	0	254	0	0	0	305	0	0	0	0	0	0	32	0	88
06:45 AM	0	0	267	0	0	0	413	0	0	0	0	0	0	34	0	79
07:00 AM	0	0	308	0	0	0	463	0	0	0	0	0	0	39	0	71
07:15 AM	0	0	407	0	0	0	487	0	0	0	0	0	0	45	0	81
07:30 AM	0	0	418	0	0	0	608	0	0	0	0	0	0	24	0	56
07:45 AM	0	0	424	0	0	0	516	0	0	0	0	0	0	37	0	79
08:00 AM	0	0	396	0	0	0	533	0	0	0	0	0	0	26	0	69
08:15 AM	0	0	408	0	0	0	472	0	0	0	0	0	0	31	0	95
08:30 AM	0	0	457	0	0	0	470	0	0	0	0	0	0	27	0	77
08:45 AM	0	0	395	0	0	0	445	0	0	0	0	0	0	30	0	57
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	338	0	0	0	452	0	0	0	0	0	0	32	0	105
04:15 PM	0	0	295	0	0	0	512	0	0	0	0	0	0	25	0	63
04:30 PM	0	0	323	0	0	0	391	0	0	0	0	0	0	39	0	107
04:45 PM	0	0	335	0	0	0	494	0	0	0	0	0	0	41	0	75
05:00 PM	0	0	346	0	0	0	416	0	0	0	0	0	0	25	0	73
05:15 PM	0	0	314	0	0	0	491	0	0	0	0	0	0	28	0	48
05:30 PM	0	0	359	0	0	0	441	0	0	0	0	0	0	25	0	47
05:45 PM	0	0	341	0	0	0	489	0	0	0	0	0	0	23	0	55
06:00 PM	0	0	407	0	0	0	512	0	0	0	0	0	0	47	0	61
06:15 PM	0	0	319	0	0	0	469	0	0	0	0	0	0	44	0	80
06:30 PM	0	0	273	0	0	0	445	0	0	0	0	0	0	46	0	89
06:45 PM	0	0	282	0	0	0	473	0	0	0	0	0	0	38	0	76

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3
06:15 AM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
06:30 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	7
06:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	1
07:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	4
08:30 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	2	0	6
08:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	2	0	5
04:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	118	0	0	0	153	0	0	0	0	0	0	8	0	27
06:15 AM	0	0	140	0	0	0	293	0	0	0	0	0	0	29	0	61
06:30 AM	0	0	259	0	0	0	344	0	0	0	0	0	0	24	0	84
06:45 AM	0	0	344	0	0	0	462	0	0	0	0	0	0	45	0	104
07:00 AM	0	0	261	0	0	0	373	0	0	0	0	0	0	50	0	114
07:15 AM	0	0	356	0	0	0	529	0	0	0	0	0	0	35	0	76
07:30 AM	0	0	363	0	0	0	600	0	0	0	0	0	0	36	0	89
07:45 AM	0	0	407	0	0	0	719	0	0	0	0	0	0	24	0	55
08:00 AM	0	0	382	0	0	0	601	0	0	0	0	0	0	30	0	72
08:15 AM	0	0	356	0	0	0	621	0	0	0	0	0	0	33	0	69
08:30 AM	0	0	396	0	0	0	554	0	0	0	0	0	0	26	0	80
08:45 AM	0	0	393	0	0	0	537	0	0	0	0	0	0	24	0	74
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	358	0	0	0	511	0	0	0	0	0	0	35	0	112
04:15 PM	0	0	323	0	0	0	560	0	0	0	0	0	0	27	0	94
04:30 PM	0	0	371	0	0	0	540	0	0	0	0	0	0	40	0	122
04:45 PM	0	0	320	0	0	0	524	0	0	0	0	0	0	35	0	97
05:00 PM	0	0	319	0	0	0	552	0	0	0	0	0	0	35	0	75
05:15 PM	0	0	389	0	0	0	551	0	0	0	0	0	0	26	0	73
05:30 PM	0	0	329	0	0	0	559	0	0	0	0	0	0	19	0	56
05:45 PM	0	0	294	0	0	0	562	0	0	0	0	0	0	38	0	98
06:00 PM	0	0	394	0	0	0	551	0	0	0	0	0	0	46	0	107
06:15 PM	0	0	344	0	0	0	525	0	0	0	0	0	0	45	0	95
06:30 PM	0	0	281	0	0	0	457	0	0	0	0	0	0	41	0	117
06:45 PM	0	0	302	0	0	0	539	0	0	0	0	0	0	12	0	55

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	4
06:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	10
06:45 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	5
07:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	8
08:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	7
04:45 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	10	0	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	3
06:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	0	0	0	186	0	0	0	0	0	0	3	0	18
06:15 AM	0	0	151	0	0	0	261	0	0	0	0	0	0	13	0	44
06:30 AM	0	0	256	0	0	0	338	0	0	0	0	0	0	16	0	61
06:45 AM	0	0	338	0	0	0	410	0	0	0	0	0	0	36	0	76
07:00 AM	0	0	349	0	0	0	421	0	0	0	0	0	0	29	0	71
07:15 AM	0	0	412	0	0	0	464	0	0	0	0	0	0	29	0	76
07:30 AM	0	0	405	0	0	0	506	0	0	0	0	0	0	16	0	61
07:45 AM	0	0	424	0	0	0	531	0	0	0	0	0	0	44	0	94
08:00 AM	0	0	461	0	0	0	447	0	0	0	0	0	0	22	0	79
08:15 AM	0	0	463	0	0	0	460	0	0	0	0	0	0	38	0	73
08:30 AM	0	0	413	0	0	0	478	0	0	0	0	0	0	29	0	86
08:45 AM	0	0	426	0	0	0	407	0	0	0	0	0	0	25	0	71
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	331	0	0	0	382	0	0	0	0	0	0	64	0	163
04:15 PM	0	0	320	0	0	0	376	0	0	0	0	0	0	60	0	183
04:30 PM	0	0	343	0	0	0	483	0	0	0	0	0	0	53	0	175
04:45 PM	0	0	335	0	0	0	428	0	0	0	0	0	0	25	0	176
05:00 PM	0	0	362	0	0	0	396	0	0	0	0	0	0	29	0	151
05:15 PM	0	0	388	0	0	0	446	0	0	0	0	0	0	28	0	111
05:30 PM	0	0	387	0	0	0	415	0	0	0	0	0	0	33	0	138
05:45 PM	0	0	351	0	0	0	401	0	0	0	0	0	0	46	0	202
06:00 PM	0	0	386	0	0	0	486	0	0	0	0	0	0	46	0	161
06:15 PM	0	0	420	0	0	0	426	0	0	0	0	0	0	33	0	155
06:30 PM	0	0	284	0	0	0	431	0	0	0	0	0	17	53	0	168
06:45 PM	0	0	327	0	0	0	466	0	0	0	0	0	0	25	0	158

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9
06:15 AM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	9
06:30 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5
06:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	6
07:00 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	5
08:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	5
04:45 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	4
06:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	68	29	0	0	75	41	0	0	0	56	0	0	0	53
06:15 AM	0	0	89	23	0	0	125	66	0	0	0	78	0	0	0	64
06:30 AM	0	0	131	26	0	0	133	91	0	0	0	107	0	0	0	72
06:45 AM	0	0	196	30	0	0	135	87	0	0	0	116	0	0	0	91
07:00 AM	0	0	191	50	0	0	157	120	0	0	0	108	0	0	0	80
07:15 AM	0	0	218	41	0	0	214	144	0	0	0	127	0	0	0	119
07:30 AM	0	0	341	63	0	0	205	218	0	0	0	120	0	0	0	108
07:45 AM	0	0	376	93	0	0	334	188	0	0	0	123	0	0	0	113
08:00 AM	0	0	331	84	0	0	287	187	0	0	0	120	0	0	0	71
08:15 AM	0	0	355	116	0	0	343	170	0	0	0	109	0	0	0	72
08:30 AM	0	0	320	140	0	0	370	133	0	0	0	125	0	0	0	82
08:45 AM	0	0	401	126	0	0	312	142	0	0	0	121	0	0	0	71
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	383	95	0	0	419	117	0	0	0	118	0	0	0	119
04:15 PM	0	0	383	81	0	0	472	121	0	0	0	118	0	0	0	111
04:30 PM	0	0	422	99	0	0	482	138	0	0	0	108	0	0	0	115
04:45 PM	0	0	402	110	0	0	491	120	0	0	0	127	0	0	0	110
05:00 PM	0	0	459	115	0	0	483	157	0	0	0	115	0	0	0	96
05:15 PM	0	0	442	83	0	0	510	74	0	0	0	142	0	0	0	55
05:30 PM	0	0	414	119	0	0	378	177	0	0	0	119	0	0	0	73
05:45 PM	0	0	496	88	0	0	397	105	0	0	0	107	0	0	0	49
06:00 PM	0	0	330	158	0	0	382	100	0	0	0	128	0	0	0	61
06:15 PM	0	0	356	93	0	0	373	137	0	0	0	114	0	0	0	80
06:30 PM	0	0	297	127	0	0	306	110	0	0	0	127	0	0	0	69
06:45 PM	0	0	302	92	0	0	316	96	0	0	0	88	0	0	0	105

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	103	16	0	0	78	41	0	0	0	46	0	0	0	59
06:15 AM	0	0	100	13	0	0	91	74	0	0	0	78	0	0	0	69
06:30 AM	0	0	120	25	0	0	169	81	0	0	0	120	0	0	0	69
06:45 AM	0	0	227	33	0	0	210	103	0	0	0	128	0	0	0	103
07:00 AM	0	0	228	46	0	0	213	118	0	0	0	120	0	0	0	96
07:15 AM	0	0	331	54	0	0	231	150	0	0	0	135	0	0	0	90
07:30 AM	0	0	325	51	0	0	293	199	0	0	0	112	0	0	0	94
07:45 AM	0	0	384	93	0	0	387	204	0	0	0	144	0	0	0	107
08:00 AM	0	0	356	71	0	0	298	172	0	0	0	129	0	0	0	67
08:15 AM	0	0	423	137	0	0	349	179	0	0	0	104	0	0	0	60
08:30 AM	0	0	383	103	0	0	352	152	0	0	0	92	0	0	0	80
08:45 AM	0	0	410	118	0	0	269	172	0	0	0	121	0	0	0	73
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	389	90	0	0	367	117	0	0	0	96	0	0	0	118
04:15 PM	0	0	393	89	0	0	452	108	0	0	0	117	0	0	0	117
04:30 PM	0	0	417	100	0	0	463	118	0	0	0	114	0	0	0	95
04:45 PM	0	0	395	84	0	0	434	113	0	0	0	127	0	0	0	104
05:00 PM	0	0	472	101	0	0	467	162	0	0	0	126	0	0	0	108
05:15 PM	0	0	426	89	0	0	446	148	0	0	0	134	0	0	0	86
05:30 PM	0	0	385	111	0	0	431	121	0	0	0	148	0	0	0	65
05:45 PM	0	0	429	102	0	0	385	125	0	0	0	135	0	0	0	67
06:00 PM	0	0	344	114	0	0	369	125	0	0	0	137	0	0	0	76
06:15 PM	0	0	375	128	0	0	385	122	0	0	0	134	0	0	0	115
06:30 PM	0	0	355	104	0	0	381	89	0	0	0	114	0	0	0	104
06:45 PM	0	0	279	91	0	0	337	93	0	0	0	117	0	0	0	95

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	91	23	0	0	60	43	0	0	0	51	0	0	0	52
06:15 AM	0	0	93	16	0	0	106	76	0	0	0	66	0	0	0	64
06:30 AM	0	0	132	18	0	0	131	85	0	0	0	112	0	0	0	72
06:45 AM	0	0	207	24	0	0	152	116	0	0	0	128	0	0	0	102
07:00 AM	0	0	208	48	0	0	199	122	0	0	0	111	0	0	0	88
07:15 AM	0	0	235	45	0	0	239	158	0	0	0	137	0	0	0	104
07:30 AM	0	0	345	74	0	0	224	217	0	0	0	114	0	0	0	94
07:45 AM	0	0	342	88	0	0	339	190	0	0	0	110	0	0	0	117
08:00 AM	0	0	322	83	0	0	348	182	0	0	0	112	0	0	0	77
08:15 AM	0	0	363	124	0	0	315	181	0	0	0	100	0	0	0	77
08:30 AM	0	0	308	122	0	0	339	163	0	0	0	127	0	0	0	79
08:45 AM	0	0	265	124	0	0	373	148	0	0	0	147	0	0	0	81
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	388	97	0	0	418	120	0	0	0	112	0	0	0	116
04:15 PM	0	0	378	102	0	0	469	115	0	0	0	123	0	0	0	131
04:30 PM	0	0	511	93	0	0	486	121	0	0	0	131	0	0	0	123
04:45 PM	0	0	429	81	0	0	469	111	0	0	0	118	0	0	0	112
05:00 PM	0	0	409	88	0	0	418	143	0	0	0	134	0	0	0	113
05:15 PM	0	0	465	87	0	0	462	98	0	0	0	142	0	0	0	92
05:30 PM	0	0	456	108	0	0	394	126	0	0	0	133	0	0	0	53
05:45 PM	0	0	396	98	0	0	390	139	0	0	0	132	0	0	0	95
06:00 PM	0	0	357	130	0	0	373	119	0	0	0	116	0	0	0	93
06:15 PM	0	0	339	99	0	0	393	101	0	0	0	134	0	0	0	93
06:30 PM	0	0	385	103	0	0	356	82	0	0	0	110	0	0	0	98
06:45 PM	0	0	355	75	0	0	332	95	0	0	0	115	0	0	0	103

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	70	73	0	0	71	53	0	0	0	0	0	23	0	42
06:15 AM	0	0	65	88	0	0	116	66	0	0	0	0	0	43	0	49
06:30 AM	0	0	94	125	0	0	129	68	0	0	0	0	0	57	0	50
06:45 AM	0	0	141	131	0	0	118	101	0	0	0	0	0	76	0	92
07:00 AM	0	0	155	131	0	0	145	83	0	0	0	0	0	76	0	106
07:15 AM	0	0	165	157	0	0	198	122	0	0	0	0	0	84	0	142
07:30 AM	0	0	265	114	0	0	206	94	0	0	0	0	0	128	0	173
07:45 AM	0	0	301	130	0	0	312	115	0	0	0	0	0	149	0	189
08:00 AM	0	0	298	116	0	0	228	115	0	0	0	0	0	105	0	187
08:15 AM	0	0	324	132	0	0	305	90	0	0	0	0	0	126	0	179
08:30 AM	0	0	338	156	0	0	335	95	0	0	0	0	0	99	0	145
08:45 AM	0	0	392	140	0	0	281	84	0	0	0	0	0	113	0	131
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	372	139	0	0	358	157	0	0	0	0	0	82	0	93
04:15 PM	0	0	323	117	0	0	408	148	0	0	0	0	0	120	0	76
04:30 PM	0	0	380	149	0	0	435	133	0	0	0	0	0	117	0	138
04:45 PM	0	0	396	111	0	0	448	124	0	0	0	0	0	90	0	108
05:00 PM	0	0	384	169	0	0	437	113	0	0	0	0	0	166	0	119
05:15 PM	0	0	371	111	0	0	456	79	0	0	0	0	0	130	0	92
05:30 PM	0	0	375	118	0	0	322	108	0	0	0	0	0	134	0	145
05:45 PM	0	0	405	96	0	0	338	86	0	0	0	0	0	152	0	150
06:00 PM	0	0	363	95	0	0	308	115	0	0	0	0	0	101	0	121
06:15 PM	0	0	271	92	0	0	319	113	0	0	0	0	0	160	0	128
06:30 PM	0	0	258	82	0	0	241	118	0	0	0	0	0	149	0	122
06:45 PM	0	0	263	90	0	0	270	133	0	0	0	0	0	114	0	115

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	82	83	0	0	76	56	0	0	0	0	0	32	0	25
06:15 AM	0	0	68	78	0	0	92	62	0	0	0	0	0	41	0	47
06:30 AM	0	0	83	132	0	0	146	83	0	0	0	0	0	57	0	61
06:45 AM	0	0	165	118	0	0	219	80	0	0	0	0	0	83	0	95
07:00 AM	0	0	192	133	0	0	184	113	0	0	0	0	0	70	0	96
07:15 AM	0	0	263	169	0	0	219	88	0	0	0	0	0	105	0	122
07:30 AM	0	0	258	117	0	0	265	106	0	0	0	0	0	105	0	169
07:45 AM	0	0	331	146	0	0	388	81	0	0	0	0	0	125	0	179
08:00 AM	0	0	306	126	0	0	236	114	0	0	0	0	0	101	0	182
08:15 AM	0	0	409	93	0	0	303	91	0	0	0	0	0	124	0	165
08:30 AM	0	0	336	130	0	0	342	68	0	0	0	0	0	128	0	150
08:45 AM	0	0	367	124	0	0	240	87	0	0	0	0	0	137	0	133
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	362	125	0	0	341	121	0	0	0	0	0	91	0	111
04:15 PM	0	0	359	101	0	0	414	128	0	0	0	0	0	99	0	120
04:30 PM	0	0	348	139	0	0	426	104	0	0	0	0	0	151	0	177
04:45 PM	0	0	327	101	0	0	400	112	0	0	0	0	0	127	0	129
05:00 PM	0	0	406	138	0	0	421	126	0	0	0	0	0	140	0	125
05:15 PM	0	0	356	128	0	0	423	81	0	0	0	0	0	136	0	134
05:30 PM	0	0	327	82	0	0	382	91	0	0	0	0	0	148	0	103
05:45 PM	0	0	365	86	0	0	330	100	0	0	0	0	0	142	0	152
06:00 PM	0	0	326	105	0	0	313	113	0	0	0	0	0	111	0	107
06:15 PM	0	0	341	92	0	0	342	136	0	0	0	0	0	137	0	119
06:30 PM	0	0	308	98	0	0	357	105	0	0	0	0	0	131	0	128
06:45 PM	0	0	262	105	0	0	324	87	0	0	0	0	0	98	0	64

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	69	72	0	0	49	56	0	0	0	0	0	36	0	32
06:15 AM	0	0	74	83	0	0	114	55	0	0	0	0	0	51	0	52
06:30 AM	0	0	96	121	0	0	126	75	0	0	0	0	0	49	0	56
06:45 AM	0	0	136	123	0	0	152	99	0	0	0	0	0	86	0	85
07:00 AM	0	0	175	138	0	0	186	105	0	0	0	0	0	71	0	106
07:15 AM	0	0	184	134	0	0	233	120	0	0	0	0	0	84	0	121
07:30 AM	0	0	283	128	0	0	237	123	0	0	0	0	0	118	0	150
07:45 AM	0	0	286	105	0	0	369	97	0	0	0	0	0	125	0	165
08:00 AM	0	0	275	81	0	0	353	98	0	0	0	0	0	112	0	159
08:15 AM	0	0	341	124	0	0	310	110	0	0	0	0	0	124	0	183
08:30 AM	0	0	302	135	0	0	334	101	0	0	0	0	0	108	0	141
08:45 AM	0	0	226	82	0	0	372	89	0	0	0	0	0	148	0	130
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	370	126	0	0	358	155	126	0	0	0	0	91	0	110
04:15 PM	0	0	412	104	0	0	444	119	104	0	0	0	0	59	0	51
04:30 PM	0	0	508	182	0	0	434	146	182	0	0	0	0	56	0	30
04:45 PM	0	0	425	121	0	0	417	136	121	0	0	0	0	57	0	48
05:00 PM	0	0	383	141	0	0	410	108	141	0	0	0	0	89	0	84
05:15 PM	0	0	423	140	0	0	433	95	140	0	0	0	0	101	0	93
05:30 PM	0	0	425	104	0	0	328	132	104	0	0	0	0	112	0	109
05:45 PM	0	0	332	104	0	0	359	123	104	0	0	0	0	139	0	128
06:00 PM	0	0	341	93	0	0	317	141	93	0	0	0	0	124	0	121
06:15 PM	0	0	307	90	0	0	350	117	90	0	0	0	0	114	0	132
06:30 PM	0	0	345	122	0	0	313	113	122	0	0	0	0	121	0	93
06:45 PM	0	0	296	111	0	0	312	99	111	0	0	0	0	115	0	102

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	1	118	2	0	0	98	1	2	11	0	4	0	1	1	6
06:15 AM	2	7	148	9	0	3	166	2	0	10	0	9	0	1	2	6
06:30 AM	2	14	234	5	0	6	184	4	0	27	1	7	0	0	0	4
06:45 AM	0	28	279	6	0	7	165	10	0	52	1	21	0	0	0	4
07:00 AM	1	44	246	21	0	3	223	9	1	48	3	25	0	1	1	5
07:15 AM	3	33	306	21	0	14	271	7	0	78	6	31	0	0	0	7
07:30 AM	7	32	386	18	1	12	274	12	0	142	13	39	0	7	2	7
07:45 AM	4	81	392	25	0	19	399	19	0	101	22	33	0	3	2	15
08:00 AM	3	66	350	29	0	19	314	21	0	129	19	33	0	2	5	19
08:15 AM	1	72	351	32	1	12	372	18	3	103	22	29	0	8	0	14
08:30 AM	0	88	351	31	0	16	361	27	0	86	27	30	0	5	1	15
08:45 AM	5	62	406	34	0	27	330	22	0	70	24	30	0	11	1	18
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	11	15	440	37	2	28	439	9	1	38	0	29	0	9	5	41
04:15 PM	10	5	444	46	1	12	501	5	1	40	2	19	0	4	1	24
04:30 PM	7	11	454	53	0	24	485	15	0	51	5	28	0	18	4	50
04:45 PM	7	15	465	39	0	23	482	3	1	48	1	20	0	20	3	62
05:00 PM	4	14	500	47	1	26	490	5	1	58	5	40	0	38	17	76
05:15 PM	7	18	498	54	1	32	468	6	0	56	3	40	0	23	18	47
05:30 PM	11	23	444	53	0	24	430	5	0	70	3	32	0	24	14	38
05:45 PM	9	12	524	49	0	48	421	7	0	30	4	35	0	16	2	36
06:00 PM	1	2	412	30	1	27	387	2	0	48	2	17	0	9	7	35
06:15 PM	5	7	406	47	3	27	426	5	0	31	3	34	0	6	1	20
06:30 PM	3	12	370	34	0	24	359	5	0	30	4	25	0	3	3	17
06:45 PM	0	4	353	14	0	16	345	1	0	22	0	15	0	5	0	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	9	1	0	0	0	0	0	0	0	1	0	0	0	0
06:30 AM	0	1	5	0	0	0	2	0	0	0	0	1	0	1	0	0
06:45 AM	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	9	0	0	1	2	0	0	0	0	1	0	1	0	0
07:15 AM	0	1	7	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	3	0	0	1	4	1	0	0	0	0	0	0	0	1
08:00 AM	0	0	7	0	0	1	2	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	4	0	0	0	2	1	0	0	0	0	0	0	0	0
08:45 AM	0	1	7	1	0	0	4	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	4	0	0	0	2	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	5	0	0	0	2	0	0	0	0	1	0	0	0	2
04:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
07:45 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	1	0	1	1	0	0	0	0	1	0	0	0	3	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	137	2	0	1	103	2	1	4	3	5	0	2	0	5
06:15 AM	0	6	161	2	0	4	138	2	0	10	1	6	0	0	1	2
06:30 AM	0	16	207	5	2	6	208	5	1	27	0	9	1	1	0	3
06:45 AM	0	26	300	10	0	4	247	10	1	43	1	21	0	4	0	8
07:00 AM	0	26	281	30	0	7	276	9	0	39	2	19	1	2	0	3
07:15 AM	0	27	392	27	0	11	285	14	2	72	8	27	1	7	1	11
07:30 AM	0	29	353	38	0	17	391	8	1	72	15	31	0	8	3	6
07:45 AM	1	33	447	13	0	17	460	16	0	80	10	28	0	2	0	17
08:00 AM	0	31	400	25	0	18	346	9	0	90	15	28	0	9	3	9
08:15 AM	0	57	419	30	0	16	433	21	0	58	20	28	1	9	0	13
08:30 AM	0	71	359	26	0	22	404	18	0	63	17	32	0	10	4	13
08:45 AM	0	47	441	18	0	23	355	22	1	56	17	40	0	9	2	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	15	428	38	0	21	390	6	1	39	2	13	0	10	5	37
04:15 PM	0	4	451	49	0	25	461	5	1	42	4	18	0	15	1	33
04:30 PM	0	8	494	59	0	26	460	5	1	60	3	22	0	16	4	49
04:45 PM	0	8	409	47	1	24	430	10	2	48	8	31	4	25	10	55
05:00 PM	0	11	513	46	1	25	441	6	1	72	0	22	3	32	14	88
05:15 PM	0	13	459	73	0	30	418	0	0	72	0	39	2	28	22	72
05:30 PM	0	7	444	56	0	31	378	6	0	92	3	28	0	22	16	47
05:45 PM	0	17	458	73	0	30	382	7	1	52	0	23	1	12	9	44
06:00 PM	0	18	382	52	0	37	358	8	2	54	4	23	0	23	5	65
06:15 PM	0	8	447	63	0	27	355	2	1	76	2	30	2	9	7	46
06:30 PM	0	6	381	56	0	32	349	9	0	52	1	23	1	11	4	32
06:45 PM	0	8	334	30	0	23	334	5	0	56	0	24	0	11	5	20

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0
06:15 AM	0	1	6	0	0	1	2	0	0	0	0	1	0	0	0	0
06:30 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	8	2	0	0	2	0	0	0	0	2	0	0	0	0
07:00 AM	0	0	7	0	0	1	2	0	0	0	1	1	0	1	0	0
07:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	2	0	0	1	4	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	7	0	0	0	2	0	0	0	0	0	0	1	0	0
08:30 AM	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	8	1	0	0	5	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	2
04:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	1	0	0	2	0	0	0	0	1	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0
06:00 PM	0	4	0	0	0	1	0	0	0	2	0	0	0	0	0	0
06:15 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	12	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	2	117	2	0	2	94	4	2	5	1	3	1	0	0	1
06:15 AM	0	6	142	9	0	2	162	2	0	9	1	8	0	0	0	2
06:30 AM	0	14	233	2	0	3	167	5	1	32	2	12	1	0	0	3
06:45 AM	0	32	259	7	0	1	204	17	1	43	7	17	0	1	0	10
07:00 AM	0	41	266	18	0	6	268	3	2	36	2	14	2	6	0	9
07:15 AM	0	32	292	18	0	10	296	9	4	75	10	21	0	1	3	13
07:30 AM	0	52	382	8	0	19	325	11	1	100	8	29	2	6	1	5
07:45 AM	1	66	357	17	0	20	389	12	0	101	20	29	0	4	1	16
08:00 AM	0	62	357	18	0	16	382	19	0	114	28	50	1	14	3	15
08:15 AM	0	71	424	18	0	16	351	19	1	111	25	29	1	5	0	14
08:30 AM	0	87	338	15	0	16	382	21	0	84	35	26	1	8	3	10
08:45 AM	0	60	340	18	1	25	396	11	0	86	43	28	0	11	3	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	14	450	36	0	27	439	3	1	37	8	21	0	17	0	40
04:15 PM	0	15	473	50	0	21	493	8	0	49	5	27	0	14	4	29
04:30 PM	0	16	433	52	0	39	477	3	0	62	5	12	1	14	11	47
04:45 PM	0	10	419	70	0	30	426	4	0	75	3	28	1	20	7	60
05:00 PM	0	16	421	66	0	26	389	6	1	72	4	31	0	40	19	88
05:15 PM	0	10	484	57	1	35	368	3	0	50	0	17	0	30	20	77
05:30 PM	0	6	467	91	0	31	418	3	0	70	7	36	0	21	20	60
05:45 PM	0	9	412	80	1	41	398	3	0	65	0	26	2	15	19	41
06:00 PM	0	9	338	66	0	42	338	7	0	75	2	35	1	25	15	63
06:15 PM	0	9	353	48	1	25	415	3	0	54	1	27	1	11	6	36
06:30 PM	0	14	452	53	0	31	371	1	0	29	1	24	1	7	3	15
06:45 PM	0	18	392	47	0	26	367	2	0	34	1	22	0	9	1	23

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0
06:30 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0
06:45 AM	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	3	0	0	1	2	0	0	0	0	1	0	2	0	0
07:15 AM	0	0	6	0	0	0	3	1	0	0	0	0	0	0	0	1
07:30 AM	0	1	6	0	0	1	4	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0
08:00 AM	0	4	3	0	0	0	6	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	5	0	0	0	5	1	0	0	0	0	0	1	0	0
08:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	4	0	0	0	2	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	16	7	0	0	1	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	8	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:00 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0
06:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	121	3	0	17	77	27	0	3	3	6	0	3	1	2
06:15 AM	0	4	162	8	0	14	131	15	0	6	2	8	0	4	0	0
06:30 AM	0	9	195	12	0	30	124	17	0	4	3	13	0	3	0	2
06:45 AM	0	6	269	13	0	14	172	45	0	10	3	12	0	5	1	4
07:00 AM	0	22	254	25	0	45	184	35	0	10	9	23	0	3	2	4
07:15 AM	0	31	337	20	0	38	247	46	0	13	18	29	0	6	1	5
07:30 AM	0	28	323	28	0	53	216	85	0	7	27	20	0	3	5	3
07:45 AM	0	63	294	38	0	79	320	93	0	20	38	38	0	12	1	1
08:00 AM	0	61	373	36	0	54	250	71	0	12	65	23	0	12	3	4
08:15 AM	0	56	428	38	0	91	293	83	0	31	30	39	0	4	5	6
08:30 AM	0	49	397	63	0	91	315	60	0	17	28	38	0	13	7	11
08:45 AM	0	36	405	45	0	77	280	38	0	17	8	42	0	10	1	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	12	414	34	0	45	385	10	0	28	6	50	0	30	8	27
04:15 PM	0	14	370	36	0	26	432	7	0	33	4	48	0	17	2	11
04:30 PM	0	14	393	20	0	23	521	2	0	68	1	50	0	57	7	46
04:45 PM	0	7	429	40	0	34	484	3	0	32	1	68	0	48	13	28
05:00 PM	0	10	426	31	0	54	465	4	0	67	6	97	0	81	11	53
05:15 PM	0	6	388	22	0	28	481	3	0	57	2	65	0	68	15	88
05:30 PM	0	6	344	6	0	66	390	2	0	34	2	34	0	57	5	53
05:45 PM	0	6	371	25	0	59	422	2	0	51	1	49	0	46	3	36
06:00 PM	0	6	357	23	0	40	358	4	0	47	1	48	0	43	9	37
06:15 PM	0	2	282	23	0	26	390	14	0	29	2	20	0	32	6	36
06:30 PM	0	2	286	24	0	42	316	1	0	26	1	34	0	28	7	28
06:45 PM	0	5	289	21	0	39	331	2	0	19	0	23	0	28	3	17

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	5	0	0	0	2	0	0	0	0	4	0	0	0	0
06:30 AM	0	0	5	0	0	0	4	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	4	0	0	1	4	0	0	1	0	1	0	0	0	0
07:00 AM	0	0	5	0	0	3	1	1	0	2	0	5	0	0	0	0
07:15 AM	0	0	2	1	0	1	3	0	0	0	1	1	0	1	1	0
07:30 AM	0	0	2	0	0	2	2	1	0	1	0	3	0	0	0	0
07:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	3	0	0	1	0	0	0	0	0	3	0	0	0	0
08:15 AM	0	0	2	0	0	2	6	1	0	0	0	1	0	0	0	0
08:30 AM	0	0	2	0	0	2	3	0	0	0	0	2	0	1	0	0
08:45 AM	0	0	3	0	0	1	4	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	0	0	1	4	2	0	1	0	1	0	0	0	0
04:15 PM	0	1	2	0	0	4	4	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	1	0	0	2	2	0	0	0	1	3	0	0	1	1
04:45 PM	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0
05:00 PM	0	0	0	0	0	1	2	1	0	1	0	1	0	0	0	0
05:15 PM	0	1	3	0	0	1	4	0	0	0	0	2	0	1	0	0
05:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	1	0	1	1	0	0	0	0	1	0	0	0	0
06:00 PM	0	0	1	1	0	0	5	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	1	2	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	3	131	7	0	8	78	16	0	7	2	5	0	3	1	1
06:15 AM	0	3	183	9	0	15	112	5	0	2	2	9	0	1	1	1
06:30 AM	0	9	210	13	0	25	163	8	0	5	2	16	0	6	0	1
06:45 AM	0	6	210	10	0	34	250	15	0	10	5	9	0	3	0	3
07:00 AM	0	14	249	9	0	32	218	20	0	15	9	9	0	9	2	4
07:15 AM	0	25	370	22	0	45	257	27	0	17	18	28	0	5	0	3
07:30 AM	0	58	375	32	0	40	345	27	0	14	16	25	0	5	2	4
07:45 AM	0	68	418	26	0	33	459	31	0	18	53	33	0	5	2	2
08:00 AM	0	86	429	39	0	50	303	46	0	21	31	39	0	0	1	4
08:15 AM	0	65	493	31	0	65	349	36	0	32	29	34	0	3	1	3
08:30 AM	0	50	411	41	0	54	362	50	0	15	30	29	0	7	3	3
08:45 AM	0	21	358	34	0	37	306	22	0	26	13	30	0	5	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	9	389	34	0	47	391	7	0	33	3	41	0	35	7	26
04:15 PM	0	14	390	39	0	59	435	7	0	34	5	37	0	15	4	13
04:30 PM	0	5	328	32	0	85	472	6	0	47	0	62	0	82	18	62
04:45 PM	0	7	314	36	0	57	457	5	0	35	3	39	0	58	11	68
05:00 PM	0	6	383	25	0	45	471	0	0	56	2	69	0	68	39	140
05:15 PM	0	14	323	20	0	61	449	5	0	41	2	56	0	78	23	132
05:30 PM	0	4	305	16	0	41	421	0	0	51	2	52	0	51	28	90
05:45 PM	0	5	362	25	0	67	403	5	0	32	4	31	0	44	21	57
06:00 PM	0	7	337	21	0	55	339	14	0	41	0	37	0	32	12	60
06:15 PM	0	4	350	19	0	56	391	1	0	31	3	43	0	22	13	32
06:30 PM	0	6	284	26	0	48	406	2	0	31	2	49	0	46	12	34
06:45 PM	0	1	287	16	0	57	326	0	0	20	0	33	0	23	8	16

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	1	2	0	0	0	0	2	0	0	0	0
06:15 AM	0	1	2	0	0	2	2	1	0	0	0	2	0	0	0	0
06:30 AM	0	1	3	0	0	0	6	1	0	0	0	3	0	0	0	0
06:45 AM	0	0	5	0	0	1	2	1	0	0	0	3	0	2	0	1
07:00 AM	0	0	4	0	0	3	2	0	0	2	0	0	0	1	1	1
07:15 AM	0	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0
07:30 AM	0	0	3	0	0	3	7	1	0	0	0	1	0	1	0	0
07:45 AM	0	0	2	0	0	2	1	0	0	3	0	3	0	0	0	0
08:00 AM	0	1	3	0	0	1	1	0	0	0	0	2	0	0	0	0
08:15 AM	0	0	3	0	0	2	3	0	0	0	0	1	0	1	0	0
08:30 AM	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	3	0	0	1	5	1	0	0	0	3	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	5	1	0	1	0	1	0	2	0	1
04:15 PM	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	3	5	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0
05:30 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	1	2	0	2	2	0	0	1	0	1	0	0	0	0
06:15 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	2	2	0	0	0	0	2	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	3	139	3	0	8	67	10	0	2	3	6	0	0	1	0
06:15 AM	0	7	164	7	0	11	145	6	0	4	1	8	0	10	1	1
06:30 AM	0	7	207	8	0	48	129	8	0	4	3	17	0	2	0	0
06:45 AM	0	8	234	13	0	23	198	18	0	12	4	16	0	4	0	11
07:00 AM	0	15	225	18	0	31	235	14	0	14	3	25	0	8	0	5
07:15 AM	0	32	319	26	0	30	261	48	0	16	18	20	0	2	1	5
07:30 AM	0	29	366	31	0	41	303	38	0	14	21	28	0	2	1	1
07:45 AM	0	81	338	45	0	75	354	80	0	21	24	25	0	7	1	4
08:00 AM	0	58	351	42	0	43	387	48	0	25	28	29	0	7	3	2
08:15 AM	0	56	330	30	0	94	349	37	0	27	26	34	0	14	2	3
08:30 AM	0	51	383	40	0	74	348	28	0	19	21	27	0	0	4	7
08:45 AM	0	33	256	27	0	127	323	28	0	16	21	44	0	7	5	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	9	424	25	0	36	396	2	0	37	4	51	0	2	2	1
04:15 PM	0	6	445	20	0	32	428	4	0	29	4	41	0	10	1	12
04:30 PM	0	13	503	26	0	101	342	2	0	33	1	53	0	96	26	53
04:45 PM	0	11	408	27	0	58	402	4	0	39	2	62	0	55	48	55
05:00 PM	0	13	341	23	0	95	372	1	0	62	0	69	0	93	15	94
05:15 PM	0	10	425	29	0	40	445	2	0	40	3	51	0	67	41	86
05:30 PM	0	5	437	30	0	75	355	0	0	40	1	48	0	25	48	63
05:45 PM	0	6	342	27	0	37	401	0	0	29	3	34	0	53	32	35
06:00 PM	0	5	359	29	0	22	396	6	0	40	8	26	0	34	10	21
06:15 PM	0	2	340	19	0	9	442	6	0	25	2	28	0	20	2	27
06:30 PM	0	1	397	8	0	20	370	2	0	34	0	20	0	26	3	16
06:45 PM	0	2	336	24	0	23	368	5	0	17	2	41	0	19	6	12

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	4	6	0	0	0	0	1	0	0	0	0
06:15 AM	0	0	5	0	0	0	8	2	0	0	0	0	0	0	1	0
06:30 AM	0	0	3	0	0	2	0	0	0	1	0	2	0	0	0	0
06:45 AM	0	0	8	0	0	1	1	0	0	0	0	4	0	0	0	1
07:00 AM	0	1	5	0	0	0	3	0	0	2	0	3	0	0	0	1
07:15 AM	0	0	4	0	0	3	4	0	0	2	0	6	0	0	0	0
07:30 AM	0	0	6	0	0	2	2	0	0	0	0	1	0	0	1	0
07:45 AM	0	0	2	0	0	2	2	0	0	1	0	2	0	0	0	0
08:00 AM	0	0	4	0	0	3	8	0	0	0	0	3	0	1	0	1
08:15 AM	0	0	1	0	0	3	1	0	0	0	0	2	0	0	0	0
08:30 AM	0	0	2	1	0	1	4	2	0	0	0	4	0	0	0	0
08:45 AM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	0	0	1	2	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
04:30 PM	0	2	3	0	0	1	0	2	0	0	0	0	0	0	1	0
04:45 PM	0	0	3	0	0	1	2	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	3	0	2	2	0	0	0	0	3	0	0	0	0
05:45 PM	0	0	1	1	0	6	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0
06:30 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
06:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	47	78	0	0	154	22	0	47	0	37	0	0	0	0
06:15 AM	0	0	99	80	0	0	173	68	0	65	0	44	0	0	0	0
06:30 AM	0	0	143	100	0	0	269	78	0	84	0	59	0	0	0	0
06:45 AM	0	0	193	122	0	0	286	84	0	92	0	73	0	0	0	0
07:00 AM	0	0	168	157	0	0	256	97	0	82	0	58	0	0	0	0
07:15 AM	0	0	215	215	0	0	346	120	0	94	0	65	0	0	0	0
07:30 AM	0	0	240	142	0	0	386	97	0	73	0	68	0	0	0	0
07:45 AM	0	0	258	165	0	0	358	112	0	75	0	43	0	0	0	0
08:00 AM	0	0	233	171	0	0	351	93	0	59	0	61	0	0	0	0
08:15 AM	0	0	210	155	0	0	334	70	0	80	0	41	0	0	0	0
08:30 AM	0	0	231	140	0	0	320	80	0	75	0	45	0	0	0	0
08:45 AM	0	0	176	123	0	0	316	65	0	61	0	43	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	233	84	0	0	385	82	0	81	0	58	0	0	0	0
04:15 PM	0	0	272	123	0	0	430	73	0	107	0	47	0	0	0	0
04:30 PM	0	0	280	80	0	0	447	87	0	101	0	49	0	0	0	0
04:45 PM	0	0	287	79	0	0	380	79	0	105	0	32	0	0	0	0
05:00 PM	0	0	256	112	0	0	401	90	0	115	0	55	0	0	0	0
05:15 PM	0	0	243	71	0	0	429	87	0	107	0	56	0	0	0	0
05:30 PM	0	0	273	82	0	0	404	67	0	105	0	53	0	0	0	0
05:45 PM	0	0	288	66	0	0	386	74	0	87	0	41	0	0	0	0
06:00 PM	0	0	278	84	0	0	395	76	0	122	0	31	0	0	0	0
06:15 PM	0	0	235	88	0	0	382	46	0	118	0	30	0	0	0	0
06:30 PM	0	0	244	70	0	0	343	69	0	104	0	34	0	0	0	0
06:45 PM	0	0	220	86	0	0	353	74	0	83	0	48	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	1	0	0	1	1	0	5	0	3	0	0	0	0
06:15 AM	0	0	3	1	0	0	0	0	0	4	0	5	0	0	0	0
06:30 AM	0	0	3	1	0	0	0	0	0	3	0	7	0	0	0	0
06:45 AM	0	0	4	1	0	0	0	0	0	6	0	1	0	0	0	0
07:00 AM	0	0	6	1	0	0	0	0	0	3	0	3	0	0	0	0
07:15 AM	0	0	5	0	0	0	6	0	0	2	0	2	0	0	0	0
07:30 AM	0	0	6	3	0	0	0	0	0	3	0	1	0	0	0	0
07:45 AM	0	0	8	1	0	0	0	0	0	4	0	2	0	0	0	0
08:00 AM	0	0	5	1	0	0	2	0	0	6	0	3	0	0	0	0
08:15 AM	0	0	1	1	0	0	8	3	0	2	0	3	0	0	0	0
08:30 AM	0	0	5	2	0	0	7	2	0	3	0	1	0	0	0	0
08:45 AM	0	0	6	2	0	0	11	2	0	5	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	2	1	0	0	4	0	0	0	0	4	0	0	0	0
04:15 PM	0	0	2	0	0	0	12	0	0	2	0	1	0	0	0	0
04:30 PM	0	0	3	2	0	0	5	0	0	2	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	1	0	0	2	0	2	0	0	0	0
05:00 PM	0	0	2	3	0	0	1	0	0	0	0	1	0	0	0	0
05:15 PM	0	0	3	1	0	0	0	0	0	2	0	1	0	0	0	0
05:30 PM	0	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0
05:45 PM	0	0	3	1	0	0	1	1	0	2	0	1	0	0	0	0
06:00 PM	0	0	0	0	0	0	7	1	0	1	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	5	1	0	1	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	69	60	0	0	143	34	0	43	0	31	0	0	0	0
06:15 AM	0	0	110	87	0	0	188	53	0	59	0	37	0	0	0	0
06:30 AM	0	0	119	106	0	0	335	86	0	67	0	70	0	0	0	0
06:45 AM	0	0	125	122	0	0	330	93	0	92	0	55	0	0	0	0
07:00 AM	0	0	183	167	0	0	386	91	0	75	0	37	0	0	0	0
07:15 AM	0	0	207	175	0	0	398	88	0	79	0	48	0	0	0	0
07:30 AM	0	0	268	200	0	0	435	119	0	71	0	49	0	0	0	0
07:45 AM	0	0	271	136	0	0	403	98	0	81	0	40	0	0	0	0
08:00 AM	0	0	217	160	0	0	366	82	0	66	0	50	0	0	0	0
08:15 AM	0	0	215	133	0	0	337	88	0	65	0	43	0	0	0	0
08:30 AM	0	0	224	133	0	0	306	89	0	76	0	47	0	0	0	0
08:45 AM	0	0	211	135	0	0	330	64	0	65	0	40	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	281	84	0	0	392	61	0	97	0	50	0	0	0	0
04:15 PM	0	0	271	110	0	0	416	74	0	104	0	86	0	0	0	0
04:30 PM	0	0	316	81	0	0	436	109	0	122	0	63	0	0	0	0
04:45 PM	0	0	234	81	0	0	391	74	0	101	0	55	0	0	0	0
05:00 PM	0	0	260	119	0	0	377	87	0	100	0	47	0	0	0	0
05:15 PM	0	0	330	80	0	0	389	71	0	100	0	43	0	0	0	0
05:30 PM	0	0	241	68	0	0	391	73	0	94	0	40	0	0	0	0
05:45 PM	0	0	314	93	0	0	397	61	0	92	0	46	0	0	0	0
06:00 PM	0	0	248	91	0	0	431	53	0	115	0	55	0	0	0	0
06:15 PM	0	0	232	106	0	0	405	70	0	103	0	46	0	0	0	0
06:30 PM	0	0	285	83	0	0	420	68	0	97	0	29	0	0	0	0
06:45 PM	0	0	347	115	0	0	339	63	0	102	0	62	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	3	0	0	7	0	3	0	0	0	0
06:15 AM	0	0	4	1	0	0	1	0	0	3	0	0	0	0	0	0
06:30 AM	0	0	2	3	0	0	3	0	0	1	0	6	0	0	0	0
06:45 AM	0	0	4	0	0	0	5	2	0	8	0	3	0	0	0	0
07:00 AM	0	0	5	2	0	0	7	1	0	4	0	3	0	0	0	0
07:15 AM	0	0	2	6	0	0	6	1	0	2	0	1	0	0	0	0
07:30 AM	0	0	5	1	0	0	7	1	0	2	0	1	0	0	0	0
07:45 AM	0	0	6	2	0	0	11	1	0	6	0	4	0	0	0	0
08:00 AM	0	0	10	0	0	0	11	2	0	0	0	2	0	0	0	0
08:15 AM	0	0	5	3	0	0	3	0	0	5	0	1	0	0	0	0
08:30 AM	0	0	8	0	0	0	9	1	0	4	0	2	0	0	0	0
08:45 AM	0	0	5	1	0	0	5	0	0	3	0	2	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	11	0	0	3	0	4	0	0	0	0
04:15 PM	0	0	2	0	0	0	7	0	0	5	0	0	0	0	0	0
04:30 PM	0	0	1	2	0	0	6	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	8	2	0	1	0	1	0	0	0	0
05:00 PM	0	0	3	1	0	0	4	0	0	2	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	3	1	0	2	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0
06:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	1	2	0	0	4	2	0	0	0	1	0	0	0	0
06:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	80	86	0	0	181	27	0	35	0	27	0	0	0	0
06:15 AM	0	0	90	89	0	0	228	66	0	66	0	52	0	0	0	0
06:30 AM	0	0	144	127	0	0	355	86	0	59	0	45	0	0	0	0
06:45 AM	0	0	155	121	0	0	335	80	0	80	0	65	0	0	0	0
07:00 AM	0	0	195	168	0	0	353	80	0	70	0	59	0	0	0	0
07:15 AM	0	0	237	228	0	0	364	91	0	59	0	50	0	0	0	0
07:30 AM	0	0	240	200	0	0	405	111	0	61	0	29	0	0	0	0
07:45 AM	0	0	211	194	0	0	373	106	0	84	0	63	0	0	0	0
08:00 AM	0	0	221	208	0	0	350	80	0	63	0	51	0	0	0	0
08:15 AM	0	0	197	169	0	0	346	82	0	65	0	29	0	0	0	0
08:30 AM	0	0	241	135	0	0	328	80	0	52	0	27	0	0	0	0
08:45 AM	0	0	206	140	0	0	331	65	0	58	0	41	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	231	61	0	0	407	72	0	83	0	55	0	0	0	0
04:15 PM	0	0	210	115	0	0	457	68	0	84	0	56	0	0	0	0
04:30 PM	0	0	266	78	0	0	485	76	0	82	0	49	0	0	0	0
04:45 PM	0	0	270	92	0	0	381	71	0	88	0	54	0	0	0	0
05:00 PM	0	0	246	96	0	0	416	74	0	76	0	30	0	0	0	0
05:15 PM	0	0	230	58	0	0	394	67	0	66	0	27	0	0	0	0
05:30 PM	0	0	244	90	0	0	403	57	0	80	0	29	0	0	0	0
05:45 PM	0	0	352	59	0	0	398	48	0	79	0	54	0	0	0	0
06:00 PM	0	0	237	77	0	0	396	63	0	83	0	44	0	0	0	0
06:15 PM	0	0	212	100	0	0	415	47	0	112	0	49	0	0	0	0
06:30 PM	0	0	299	70	0	0	391	59	0	112	0	56	0	0	0	0
06:45 PM	0	0	264	82	0	0	393	72	0	99	0	77	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	1	0	0	2	0	0	1	0	4	0	0	0	0
06:15 AM	0	0	4	2	0	0	1	0	0	2	0	2	0	0	0	0
06:30 AM	0	0	3	4	0	0	1	0	0	3	0	3	0	0	0	0
06:45 AM	0	0	6	2	0	0	6	0	0	6	0	6	0	0	0	0
07:00 AM	0	0	3	4	0	0	10	0	0	5	0	3	0	0	0	0
07:15 AM	0	0	4	4	0	0	5	1	0	5	0	3	0	0	0	0
07:30 AM	0	0	1	3	0	0	4	1	0	2	0	5	0	0	0	0
07:45 AM	0	0	6	6	0	0	2	0	0	1	0	1	0	0	0	0
08:00 AM	0	0	5	2	0	0	0	0	0	2	0	2	0	0	0	0
08:15 AM	0	0	6	1	0	0	2	1	0	1	0	1	0	0	0	0
08:30 AM	0	0	2	3	0	0	3	0	0	1	0	1	0	0	0	0
08:45 AM	0	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	2	1	0	0	7	0	0	2	0	1	0	0	0	0
04:15 PM	0	0	3	1	0	0	5	0	0	10	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	3	0	0	3	0	1	0	0	0	0
04:45 PM	0	0	2	0	0	0	0	0	0	1	0	3	0	0	0	0
05:00 PM	0	0	4	0	0	0	7	0	0	0	0	1	0	0	0	0
05:15 PM	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0
06:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0
06:30 PM	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	104	88	0	0	130	78	0	0	0	0	0	28	0	57
06:15 AM	0	0	131	140	0	0	152	94	0	0	0	0	0	59	0	71
06:30 AM	0	0	167	170	0	0	235	128	0	0	0	0	0	88	0	96
06:45 AM	0	0	241	174	0	0	247	140	0	0	0	0	0	89	0	82
07:00 AM	0	0	260	168	0	0	241	131	0	0	0	0	0	75	0	102
07:15 AM	0	0	345	185	0	0	285	160	0	0	0	0	0	91	0	86
07:30 AM	0	0	323	184	0	0	285	188	0	0	0	0	0	81	0	79
07:45 AM	0	0	349	202	0	0	282	168	0	0	0	0	0	86	0	123
08:00 AM	0	0	328	165	0	0	278	148	0	0	0	0	0	80	0	72
08:15 AM	0	0	268	164	0	0	308	136	0	0	0	0	0	113	0	123
08:30 AM	0	0	277	143	0	0	273	141	0	0	0	0	0	109	0	83
08:45 AM	0	0	175	130	0	0	267	117	0	0	0	0	0	135	0	72
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	180	145	0	0	320	169	0	0	0	0	0	149	0	105
04:15 PM	0	0	266	126	0	0	401	153	0	0	0	0	0	144	0	144
04:30 PM	0	0	271	151	0	0	413	152	0	0	0	0	0	103	0	142
04:45 PM	0	0	277	109	0	0	399	104	0	0	0	0	0	103	0	151
05:00 PM	0	0	275	117	0	0	358	158	0	0	0	0	0	66	0	145
05:15 PM	0	0	266	122	0	0	404	117	0	0	0	0	0	83	0	126
05:30 PM	0	0	265	116	0	0	389	116	0	0	0	0	0	78	0	145
05:45 PM	0	0	237	93	0	0	334	127	0	0	0	0	0	57	0	168
06:00 PM	0	0	314	119	0	0	354	128	0	0	0	0	0	55	0	159
06:15 PM	0	0	277	92	0	0	375	111	0	0	0	0	0	77	0	143
06:30 PM	0	0	267	110	0	0	323	121	0	0	0	0	0	63	0	138
06:45 PM	0	0	242	121	0	0	314	100	0	0	0	0	0	55	0	129

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	8	1	0	0	0	0	0	1	0	2
06:15 AM	0	0	7	6	0	0	6	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	3	4	0	0	6	1	0	0	0	0	0	0	0	1
06:45 AM	0	0	7	1	0	0	3	2	0	0	0	0	0	2	0	0
07:00 AM	0	0	3	3	0	0	11	2	0	0	0	0	0	3	0	3
07:15 AM	0	0	8	2	0	0	8	1	0	0	0	0	0	1	0	3
07:30 AM	0	0	5	2	0	0	7	5	0	0	0	0	0	1	0	3
07:45 AM	0	0	5	1	0	0	5	4	0	0	0	0	0	2	0	1
08:00 AM	0	0	3	2	0	0	13	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	7	6	0	0	11	2	0	0	0	0	0	0	0	3
08:30 AM	0	0	8	8	0	0	10	1	0	0	0	0	0	0	0	3
08:45 AM	0	0	6	1	0	0	12	0	0	0	0	0	0	4	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	3	0	0	7	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	4	2	0	0	13	2	0	0	0	0	0	0	0	0
04:30 PM	0	0	4	1	0	0	4	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	5	2	0	0	6	1	0	0	0	0	0	1	0	2
05:00 PM	0	0	2	0	0	0	6	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	4	1	0	0	5	0	0	0	0	0	0	2	0	1
05:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	2
05:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	2	0	2
06:00 PM	0	0	1	1	0	0	4	1	0	0	0	0	0	1	0	3
06:15 PM	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	124	0	0	137	79	0	0	0	0	0	26	0	61
06:15 AM	0	0	129	143	0	0	182	113	0	0	0	0	0	63	0	75
06:30 AM	0	0	147	169	0	0	179	126	0	0	0	0	0	92	0	119
06:45 AM	0	0	165	173	0	0	214	243	0	0	0	0	0	97	0	92
07:00 AM	0	0	266	141	0	0	243	219	0	0	0	0	0	95	0	106
07:15 AM	0	0	283	163	0	0	266	182	0	0	0	0	0	117	0	98
07:30 AM	0	0	380	207	0	0	327	143	0	0	0	0	0	92	0	71
07:45 AM	0	0	292	210	0	0	292	168	0	0	0	0	0	85	0	100
08:00 AM	0	0	330	160	0	0	306	125	0	0	0	0	0	84	0	107
08:15 AM	0	0	281	175	0	0	281	139	0	0	0	0	0	79	0	94
08:30 AM	0	0	290	167	0	0	272	130	0	0	0	0	0	62	0	118
08:45 AM	0	0	271	130	0	0	257	148	0	0	0	0	0	77	0	72
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	255	131	0	0	346	155	0	0	0	0	0	104	0	160
04:15 PM	0	0	284	138	0	0	380	173	0	0	0	0	0	102	0	171
04:30 PM	0	0	305	123	0	0	392	191	0	0	0	0	0	90	0	149
04:45 PM	0	0	218	118	0	0	293	194	0	0	0	0	0	120	0	156
05:00 PM	0	0	280	117	0	0	316	195	0	0	0	0	0	116	0	210
05:15 PM	0	0	331	125	0	0	271	221	0	0	0	0	0	100	0	165
05:30 PM	0	0	243	135	0	0	305	201	0	0	0	0	0	97	0	157
05:45 PM	0	0	308	94	0	0	311	187	0	0	0	0	0	105	0	186
06:00 PM	1	0	235	106	0	0	284	215	0	0	0	0	0	128	0	176
06:15 PM	0	0	278	97	0	0	355	191	0	0	0	0	0	79	0	131
06:30 PM	0	0	268	107	0	0	326	199	0	0	0	0	0	119	0	147
06:45 PM	0	0	327	105	0	0	323	183	0	0	0	0	0	135	0	105

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	11	5	0	0	6	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	9	2	0	0	3	2	0	0	0	0	0	1	0	2
06:30 AM	0	0	6	3	0	0	5	1	0	0	0	0	0	1	0	3
06:45 AM	0	0	12	5	0	0	11	0	0	0	0	0	0	0	0	3
07:00 AM	0	0	3	2	0	0	9	2	0	0	0	0	0	1	0	2
07:15 AM	0	0	8	2	0	0	11	2	0	0	0	0	0	0	0	0
07:30 AM	0	0	10	4	0	0	6	3	0	0	0	0	0	0	0	1
07:45 AM	0	0	3	3	0	0	8	4	0	0	0	0	0	1	0	3
08:00 AM	0	0	13	2	0	0	7	2	0	0	0	0	0	2	0	4
08:15 AM	0	0	7	6	0	0	10	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	13	4	0	0	10	1	0	0	0	0	0	1	0	1
08:45 AM	0	0	8	2	0	0	5	2	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	2	0	0	9	4	0	0	0	0	0	0	0	2
04:15 PM	0	0	4	2	0	0	4	2	0	0	0	0	0	0	0	1
04:30 PM	0	0	4	0	0	0	5	1	0	0	0	0	0	0	0	2
04:45 PM	0	0	3	1	0	0	3	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	2	2	0	0	3	3	0	0	0	0	0	1	0	0
05:30 PM	0	0	3	1	0	0	6	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	3	0	0	0	4	1	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	1	0	0	1	1	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	137	114	0	0	119	72	0	0	0	0	0	23	0	38
06:15 AM	0	0	140	123	0	0	210	101	0	0	0	0	0	52	0	68
06:30 AM	1	0	215	172	0	0	239	137	0	0	0	0	0	65	0	69
06:45 AM	0	0	182	161	0	0	313	148	0	0	0	0	0	108	0	101
07:00 AM	0	0	248	186	0	0	279	148	0	0	0	0	0	76	0	100
07:15 AM	0	0	346	173	0	0	258	185	0	0	0	0	0	99	0	102
07:30 AM	0	0	387	209	0	0	300	187	0	0	0	0	0	101	0	124
07:45 AM	0	0	338	178	0	0	306	163	0	0	0	0	0	109	0	132
08:00 AM	0	0	345	165	0	0	282	151	0	0	0	0	0	85	0	121
08:15 AM	0	0	290	163	0	0	272	153	0	0	0	0	0	76	0	117
08:30 AM	0	0	310	147	0	0	264	124	0	0	0	0	0	84	0	99
08:45 AM	0	0	271	131	0	0	250	131	0	0	0	0	0	78	6	130
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	181	132	0	0	374	131	0	0	0	0	0	115	0	100
04:15 PM	0	0	222	126	0	0	429	105	0	0	0	0	0	102	0	150
04:30 PM	0	0	254	132	0	0	458	133	0	0	0	0	0	110	0	122
04:45 PM	0	0	282	133	0	0	384	115	0	0	0	0	0	106	0	131
05:00 PM	0	0	235	116	0	0	359	149	0	0	0	0	0	123	0	172
05:15 PM	0	0	191	122	0	0	335	143	0	0	0	0	0	112	0	150
05:30 PM	0	0	248	102	0	0	376	124	0	0	0	0	0	98	0	151
05:45 PM	0	0	308	100	0	0	362	132	0	0	0	0	0	105	0	175
06:00 PM	0	0	225	74	0	0	370	141	0	0	0	0	0	110	0	165
06:15 PM	0	0	218	123	0	0	427	104	0	0	0	0	0	109	0	141
06:30 PM	0	0	270	120	0	0	408	121	0	0	0	0	0	113	0	148
06:45 PM	0	0	248	96	0	0	399	126	0	0	0	0	0	111	0	123

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	1	0	0	2	2	0	0	0	0	0	2	0	0
06:15 AM	0	0	8	1	0	0	3	1	0	0	0	0	0	1	0	4
06:30 AM	0	0	11	1	0	0	3	2	0	0	0	0	0	0	0	6
06:45 AM	0	0	6	6	0	0	6	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	4	0	0	0	8	1	0	0	0	0	0	1	0	0
07:15 AM	0	0	3	1	0	0	10	4	0	0	0	0	0	1	0	2
07:30 AM	0	0	7	3	0	0	2	2	0	0	0	0	0	0	0	3
07:45 AM	0	0	11	2	0	0	6	3	0	0	0	0	0	2	0	1
08:00 AM	0	0	10	5	0	0	9	1	0	0	0	0	0	2	0	2
08:15 AM	0	0	3	2	0	0	9	0	0	0	0	0	0	1	0	5
08:30 AM	0	0	13	3	0	0	8	3	0	0	0	0	0	0	0	2
08:45 AM	0	0	7	5	0	0	8	0	0	0	0	0	0	3	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	4	0	0	0	13	0	0	0	0	0	0	1	0	3
04:15 PM	0	0	0	1	0	0	5	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	4
04:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	2	2	0	0	4	2	0	0	0	0	0	0	0	0
05:30 PM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0
06:00 PM	0	0	5	1	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	0
06:45 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ra
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0

04:45 PM	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0

I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Peds	Left	Thru	Right	Peds	Left	Thru	Right
0	0	0	0	2	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0

0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	4	19	158	0	0	0	163	8	0	0	0	0	0	37	0	13
06:15 AM	1	24	228	0	1	0	215	9	0	0	0	0	0	48	0	32
06:30 AM	2	9	296	0	4	0	286	9	0	0	0	0	0	42	0	36
06:45 AM	2	17	376	0	0	0	370	12	0	0	0	0	2	58	0	36
07:00 AM	0	11	386	0	1	0	352	14	0	0	0	0	1	71	0	44
07:15 AM	0	16	490	0	1	0	373	14	0	0	0	0	1	61	0	44
07:30 AM	0	13	521	0	1	0	370	13	0	0	0	0	0	49	0	27
07:45 AM	2	19	548	0	0	0	401	21	0	0	0	0	0	46	0	39
08:00 AM	1	26	491	0	0	0	394	15	0	0	0	0	0	23	0	17
08:15 AM	1	41	432	0	0	0	357	12	0	0	0	0	1	40	0	26
08:30 AM	0	24	427	0	0	0	339	17	0	0	0	0	0	41	0	31
08:45 AM	0	12	322	0	0	0	293	23	0	0	0	0	0	40	0	35
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	30	351	0	3	0	384	32	0	0	0	0	0	28	0	39
04:15 PM	0	43	392	0	0	0	493	18	0	0	0	0	0	26	0	31
04:30 PM	1	32	416	0	2	0	487	37	0	0	0	0	1	41	0	40
04:45 PM	0	59	387	0	0	0	491	40	0	0	0	0	0	42	0	44
05:00 PM	7	35	392	0	0	0	454	31	0	0	0	0	1	26	0	55
05:15 PM	8	33	386	0	0	0	461	35	0	0	0	0	0	42	0	40
05:30 PM	3	25	384	0	1	0	476	39	0	0	0	0	0	35	0	37
05:45 PM	1	26	337	0	0	0	464	38	0	0	0	0	0	29	0	44
06:00 PM	4	29	411	0	0	0	459	41	0	0	0	0	0	28	0	23
06:15 PM	0	31	384	0	0	0	461	46	0	0	0	0	0	24	0	25
06:30 PM	7	22	363	0	0	0	412	49	0	0	0	0	0	47	0	33
06:45 PM	3	18	358	0	0	0	416	46	0	0	0	0	6	44	0	31

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	7	0	0	0	5	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	1	0	4
07:00 AM	0	2	6	0	0	0	10	1	0	0	0	0	0	0	0	2
07:15 AM	0	0	9	0	0	0	9	2	0	0	0	0	0	0	0	1
07:30 AM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	7	0	0	0	4	1	0	0	0	0	0	0	0	2
08:00 AM	0	0	5	0	0	0	12	1	0	0	0	0	0	1	0	3
08:15 AM	0	1	7	0	0	0	9	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	0	0	0	8	0	0	0	0	0	0	2	0	1
04:15 PM	0	0	4	0	0	0	12	0	0	0	0	0	0	1	0	2
04:30 PM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	6	0	0	0	5	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	1
06:15 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	1	0	2
06:30 PM	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	14	189	0	0	0	180	7	0	0	0	0	0	39	0	19
06:15 AM	2	19	233	0	0	0	237	8	0	0	0	0	0	48	0	35
06:30 AM	4	12	273	0	0	0	268	17	0	0	0	0	0	49	0	42
06:45 AM	2	13	303	0	0	0	292	12	0	0	0	0	0	53	0	37
07:00 AM	2	12	368	0	0	0	319	16	0	0	0	0	0	57	0	36
07:15 AM	4	17	393	0	0	0	324	19	0	0	0	0	0	73	0	37
07:30 AM	1	14	561	0	0	0	357	24	0	0	0	0	0	53	0	29
07:45 AM	0	18	501	0	0	0	363	19	0	0	0	0	0	34	0	36
08:00 AM	2	21	465	0	0	0	373	13	0	0	0	0	0	37	0	20
08:15 AM	0	30	440	0	0	0	343	26	0	0	0	0	0	49	0	25
08:30 AM	0	18	461	0	0	0	367	11	0	0	0	0	0	47	0	26
08:45 AM	1	12	396	0	0	0	323	13	0	0	0	0	0	41	0	32
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	2	29	372	0	0	0	456	32	0	0	0	0	0	32	0	29
04:15 PM	4	41	406	0	0	0	497	28	0	0	0	0	0	34	0	26
04:30 PM	1	30	403	0	0	0	488	23	0	0	0	0	0	36	0	32
04:45 PM	6	48	349	0	0	0	460	27	0	0	0	0	0	33	0	39
05:00 PM	2	39	378	0	0	0	499	33	0	0	0	0	0	32	0	35
05:15 PM	0	37	432	0	0	0	458	38	0	0	0	0	0	40	0	34
05:30 PM	2	42	359	0	0	0	443	37	0	0	0	0	0	40	0	37
05:45 PM	3	38	373	0	0	0	477	39	0	0	0	0	0	36	0	33
06:00 PM	1	37	338	0	0	0	459	36	0	0	0	0	0	26	0	23
06:15 PM	0	42	358	0	0	0	477	41	0	0	0	0	0	33	0	22
06:30 PM	0	38	352	0	0	0	439	46	0	0	0	0	0	39	0	29
06:45 PM	0	35	404	0	0	0	432	42	0	0	0	0	0	37	0	25

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	1	0	1
06:15 AM	0	2	10	0	0	0	4	0	0	0	0	0	0	0	0	1
06:30 AM	0	1	7	0	0	0	3	0	0	0	0	0	0	1	0	0
06:45 AM	0	1	12	0	0	0	9	0	0	0	0	0	0	1	0	0
07:00 AM	1	3	4	0	0	0	10	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	8	0	0	0	10	0	0	0	0	0	0	1	0	0
07:30 AM	1	1	10	0	0	0	6	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	15	0	0	0	6	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	14	0	0	0	8	1	0	0	0	0	0	2	0	4
08:45 AM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	1	0	0	0	8	1	0	0	0	0	0	1	0	0
04:15 PM	0	1	4	0	0	0	5	1	0	0	0	0	0	0	0	0
04:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	8	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:45 PM	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:00 PM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	9	221	0	0	0	157	8	0	0	0	0	0	37	0	22
06:15 AM	0	15	235	0	0	0	252	9	0	0	0	0	0	42	0	29
06:30 AM	0	13	357	0	0	0	293	13	0	0	0	0	0	44	0	37
06:45 AM	0	16	341	0	0	0	384	9	0	0	0	0	0	46	0	34
07:00 AM	2	22	406	0	0	0	352	8	0	0	0	0	0	68	0	38
07:15 AM	2	23	473	0	0	0	336	12	0	0	0	0	0	79	0	33
07:30 AM	1	17	564	0	0	0	393	20	0	0	0	0	0	83	0	63
07:45 AM	2	22	510	0	0	0	415	19	0	0	0	0	0	70	0	39
08:00 AM	5	17	473	0	0	0	369	22	0	0	0	0	0	66	0	35
08:15 AM	2	19	447	0	0	0	348	21	0	0	0	0	0	55	0	36
08:30 AM	2	16	424	0	0	0	353	19	0	0	0	0	0	82	0	23
08:45 AM	0	14	392	0	0	0	371	17	0	0	0	0	0	43	0	42
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	9	32	301	0	0	0	431	30	0	0	0	0	0	43	0	17
04:15 PM	2	31	342	0	0	0	512	34	0	0	0	0	0	26	0	24
04:30 PM	0	20	365	0	0	0	511	33	0	0	0	0	0	41	0	39
04:45 PM	9	33	380	0	0	0	488	38	0	0	0	0	0	55	0	31
05:00 PM	5	36	346	0	0	0	479	37	0	0	0	0	0	39	0	22
05:15 PM	3	30	340	0	0	0	449	41	0	0	0	0	0	29	0	34
05:30 PM	2	35	339	0	0	0	490	39	0	0	0	0	0	50	0	25
05:45 PM	4	37	382	0	0	0	519	34	0	0	0	0	0	45	0	36
06:00 PM	6	32	272	0	0	0	511	39	0	0	0	0	0	41	0	43
06:15 PM	1	36	332	0	0	0	531	42	0	0	0	0	0	39	0	27
06:30 PM	2	44	360	0	0	0	487	39	0	0	0	0	0	49	0	35
06:45 PM	8	31	324	0	0	0	484	38	0	0	0	0	0	42	0	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	5	0	0	0	8	2	0	0	0	0	0	0	0	5
07:15 AM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	13	0	0	0	7	0	0	0	0	0	0	1	0	1
08:00 AM	0	0	12	0	0	0	7	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	4	0	0	0	9	0	0	0	0	0	0	1	0	3
08:30 AM	0	0	13	0	0	0	9	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	2	2	5	0	0	0	10	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0
04:30 PM	0	2	2	0	0	0	4	1	0	0	0	0	0	1	0	1
04:45 PM	0	0	3	0	0	0	4	2	0	0	0	0	0	1	0	1
05:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	3	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	1	1	1	0	0	0	2	0	0	0	0	0	0	1	0	0
06:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	1	2	4	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	156	3	4	4	174	0	0	11	0	15	0	0	0	0
06:15 AM	0	0	232	10	3	9	245	0	0	27	0	17	0	0	0	0
06:30 AM	0	0	254	6	9	18	312	0	0	34	0	39	0	0	0	0
06:45 AM	0	0	347	11	6	22	383	0	0	26	0	27	0	0	0	0
07:00 AM	0	0	334	19	14	18	336	0	0	56	0	50	0	0	0	0
07:15 AM	0	0	440	12	7	34	373	0	0	55	0	50	0	0	0	0
07:30 AM	0	0	455	24	3	24	348	0	0	70	0	52	0	0	0	0
07:45 AM	0	0	517	15	9	15	408	0	0	51	0	28	0	0	0	0
08:00 AM	0	0	468	13	12	19	370	0	0	20	0	13	0	0	0	0
08:15 AM	0	0	433	12	7	13	365	0	0	31	0	19	0	0	0	0
08:30 AM	0	0	417	6	3	11	329	0	0	36	0	16	0	0	0	0
08:45 AM	0	0	308	12	9	17	310	0	0	29	0	16	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	361	12	3	24	381	0	0	22	0	8	0	0	0	0
04:15 PM	0	0	414	19	14	49	459	0	0	20	0	15	0	0	0	0
04:30 PM	0	0	408	30	11	39	458	0	0	33	0	23	0	0	0	0
04:45 PM	0	0	422	24	14	28	489	0	0	28	0	13	0	0	0	0
05:00 PM	0	0	381	24	19	37	456	0	0	22	0	25	0	0	0	0
05:15 PM	0	0	364	30	10	0	445	0	0	34	0	26	0	0	0	0
05:30 PM	0	0	383	41	10	50	465	0	0	30	0	27	0	0	0	0
05:45 PM	0	0	325	20	18	57	460	0	0	31	0	17	0	0	0	0
06:00 PM	0	0	371	20	17	45	368	0	0	30	0	31	0	0	0	0
06:15 PM	0	0	363	39	29	61	449	0	0	35	0	26	0	0	0	0
06:30 PM	0	0	337	25	13	52	384	0	0	42	0	26	0	0	0	0
06:45 PM	0	0	331	21	13	33	379	0	0	29	0	20	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	2	10	0	0	1	0	1	0	0	0	0
06:15 AM	0	0	16	2	0	1	5	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	9	2	0	0	6	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	5	1	0	1	7	0	0	0	0	1	0	0	0	0
07:00 AM	0	0	8	0	0	1	7	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	12	1	0	6	10	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	12	0	0	2	9	0	0	3	0	0	0	0	0	0
07:45 AM	0	0	11	0	0	1	9	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	6	0	0	1	14	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	9	0	0	2	12	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	10	0	0	2	9	0	0	2	0	1	0	0	0	0
08:45 AM	0	0	6	1	0	1	15	0	0	0	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	0	0	9	10	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	5	1	0	1	14	0	0	1	0	1	0	0	0	0
04:30 PM	0	0	7	0	0	1	3	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	6	0	0	1	6	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	4	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	1	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	11	0	0	0	5	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	5	0	3	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	5	0	2	0	5	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	176	4	6	9	183	0	0	6	0	17	0	0	0	0
06:15 AM	0	0	229	8	8	9	252	0	0	24	0	17	0	0	0	0
06:30 AM	0	0	256	5	6	16	294	0	0	33	0	19	0	0	0	0
06:45 AM	0	0	278	9	2	33	293	0	0	30	0	29	0	0	0	0
07:00 AM	0	0	330	7	3	38	310	0	0	57	0	31	0	0	0	0
07:15 AM	0	0	356	13	6	26	330	0	0	42	0	38	0	0	0	0
07:30 AM	0	0	509	16	4	22	359	0	0	77	0	39	0	0	0	0
07:45 AM	0	0	456	22	5	13	376	0	0	42	0	45	0	0	0	0
08:00 AM	0	0	437	16	2	25	369	0	0	24	0	28	0	0	0	0
08:15 AM	0	0	434	20	5	10	353	0	0	36	0	21	0	0	0	0
08:30 AM	0	0	450	10	5	21	348	0	0	28	0	15	0	0	0	0
08:45 AM	0	0	387	8	7	11	327	0	0	24	0	13	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	377	21	11	43	449	0	0	31	0	19	0	0	0	0
04:15 PM	0	0	426	22	14	31	514	0	0	12	0	15	0	0	0	0
04:30 PM	0	0	402	22	16	47	473	0	0	29	0	22	0	0	0	0
04:45 PM	0	0	371	24	9	27	489	0	0	20	0	19	0	0	0	0
05:00 PM	0	0	375	35	13	81	459	0	0	37	0	21	0	0	0	0
05:15 PM	0	0	404	34	14	56	436	0	0	41	0	25	0	0	0	0
05:30 PM	0	0	362	40	11	58	450	0	0	34	0	22	0	0	0	0
05:45 PM	0	0	355	40	28	58	470	0	0	22	0	33	0	0	0	0
06:00 PM	0	0	336	49	17	73	437	0	0	36	0	21	0	0	0	0
06:15 PM	0	0	332	31	15	57	459	0	0	38	0	32	0	0	0	0
06:30 PM	0	0	329	35	21	51	419	0	0	45	0	27	0	0	0	0
06:45 PM	0	0	363	24	12	45	428	0	0	34	0	20	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	15	0	0	2	9	0	0	1	0	1	0	0	0	0
06:15 AM	0	0	13	1	0	0	5	0	0	1	0	0	0	0	0	0
06:30 AM	0	0	6	3	0	0	10	0	0	1	0	1	0	0	0	0
06:45 AM	0	0	7	1	0	1	7	0	0	0	0	1	0	0	0	0
07:00 AM	0	0	4	0	0	2	14	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	8	1	0	3	7	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	9	0	0	4	8	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	10	0	0	2	5	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	10	0	0	1	15	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	11	0	0	1	9	0	0	1	0	1	0	0	0	0
08:30 AM	0	0	9	1	0	1	7	0	0	1	0	2	0	0	0	0
08:45 AM	0	0	9	0	0	1	5	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	7	0	0	2	7	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	6	1	0	0	9	0	0	2	0	0	0	0	0	0
04:30 PM	0	0	4	1	0	9	6	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	8	0	0	0	5	0	0	1	0	1	0	0	0	0
05:00 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	4	0	0	0	2	0	0	1	0	0	0	0	0	0
06:00 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	5	0	2	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	14	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	10	0	0	0	6	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	13	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	9	0	1	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	197	1	2	8	168	0	0	17	0	23	0	0	0	0
06:15 AM	0	0	228	8	7	11	262	0	0	25	0	18	0	0	0	0
06:30 AM	0	0	321	14	5	14	309	0	0	27	0	29	0	0	0	0
06:45 AM	0	0	313	17	13	15	393	0	0	59	0	35	0	0	0	0
07:00 AM	0	0	352	13	7	24	341	0	0	55	0	53	0	0	0	0
07:15 AM	0	0	420	15	5	36	320	0	0	47	0	51	0	0	0	0
07:30 AM	0	0	478	20	4	20	414	0	0	65	0	69	0	0	0	0
07:45 AM	0	0	475	17	6	10	417	0	0	60	0	28	0	0	0	0
08:00 AM	0	0	440	14	8	23	375	0	0	28	0	26	0	0	0	0
08:15 AM	0	0	427	24	7	14	362	0	0	31	0	15	0	0	0	0
08:30 AM	0	0	393	16	5	16	349	0	0	33	0	29	0	0	0	0
08:45 AM	0	0	374	8	5	20	381	0	0	26	0	18	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	311	23	14	20	402	0	0	17	0	14	0	0	0	0
04:15 PM	0	0	344	14	7	29	476	0	0	18	0	12	0	0	0	0
04:30 PM	0	0	354	11	13	57	465	0	0	19	0	12	0	0	0	0
04:45 PM	0	0	388	27	6	43	453	0	0	29	0	14	0	0	0	0
05:00 PM	0	0	352	33	19	47	431	0	0	29	0	23	0	0	0	0
05:15 PM	0	0	338	31	14	64	401	0	0	36	0	23	0	0	0	0
05:30 PM	0	0	334	30	11	51	441	0	0	15	0	30	0	0	0	0
05:45 PM	0	0	367	38	11	50	486	0	0	36	0	25	0	0	0	0
06:00 PM	0	0	266	29	12	67	454	0	0	28	0	31	0	0	0	0
06:15 PM	0	0	336	44	14	58	472	0	0	26	0	21	0	0	0	0
06:30 PM	0	0	354	16	15	77	425	0	0	35	0	32	0	0	0	0
06:45 PM	0	0	323	42	16	42	451	0	0	31	0	25	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	1	4	0	0	0	0	1	0	0	0	0
06:15 AM	0	0	10	1	0	1	5	0	0	2	0	0	0	0	0	0
06:30 AM	0	0	8	2	0	1	8	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	10	0	0	3	10	0	0	0	0	2	0	0	0	0
07:00 AM	0	0	10	0	0	0	11	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	3	1	0	4	7	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	5	0	0	2	5	0	0	4	0	0	0	0	0	0
07:45 AM	0	0	10	0	0	0	3	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	16	0	0	2	8	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	10	0	0	0	15	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	13	1	0	2	7	0	0	3	0	1	0	0	0	0
08:45 AM	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	4	0	0	4	13	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	1	18	0	0	2	0	1	0	0	0	0
04:30 PM	0	0	2	2	0	1	12	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	5	0	0	1	0	1	0	0	0	0
06:15 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	2	0	0	0	8	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	15	37	7	0	2	130	3	0	11	4	1	0	3	13	26
06:15 AM	0	40	96	10	0	1	138	7	0	33	13	3	0	8	14	56
06:30 AM	0	52	107	12	0	2	197	8	0	60	33	4	0	10	26	74
06:45 AM	0	53	181	19	0	1	235	17	0	60	41	6	0	6	5	30
07:00 AM	0	34	158	15	0	0	220	6	0	57	26	7	0	8	48	48
07:15 AM	0	36	206	33	1	4	315	14	0	57	35	7	0	18	28	76
07:30 AM	0	60	243	29	1	7	337	7	0	52	46	10	0	13	48	59
07:45 AM	0	64	271	35	0	3	302	11	0	66	32	16	0	24	52	65
08:00 AM	0	48	249	26	1	16	297	18	0	43	43	8	0	37	41	75
08:15 AM	0	50	206	31	0	8	263	7	0	43	37	5	0	20	45	68
08:30 AM	0	37	188	27	1	5	283	7	0	41	27	13	0	16	39	45
08:45 AM	0	45	215	19	1	8	292	8	0	29	16	13	0	21	27	24
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	40	198	24	2	12	326	2	0	51	29	18	0	34	30	46
04:15 PM	0	46	227	16	1	12	350	7	0	52	44	10	0	27	48	66
04:30 PM	0	51	206	33	11	14	367	13	0	45	53	19	0	44	54	74
04:45 PM	0	63	250	31	7	12	332	18	0	48	28	13	0	42	56	50
05:00 PM	0	90	233	33	9	19	334	22	0	64	53	11	0	43	59	58
05:15 PM	0	55	297	27	2	13	361	25	0	48	46	16	0	39	52	54
05:30 PM	0	81	257	34	3	16	336	16	0	47	66	13	0	37	57	45
05:45 PM	0	54	167	29	7	5	315	15	0	54	61	19	0	29	70	44
06:00 PM	0	46	235	31	1	11	321	8	0	63	49	16	0	31	60	37
06:15 PM	0	58	192	39	3	15	305	12	0	35	51	22	0	25	45	44
06:30 PM	0	54	209	32	7	17	277	14	0	43	53	21	0	36	41	47
06:45 PM	0	56	238	22	2	8	311	18	0	27	47	16	0	32	38	48

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	4	3	1	0	0	5	0	0	0	0	0	0	0	0	4
06:15 AM	0	3	5	2	0	0	4	0	0	0	0	0	0	1	3	1
06:30 AM	0	1	7	1	0	0	5	0	0	0	1	0	0	0	1	0
06:45 AM	0	3	4	1	0	0	2	0	0	0	1	0	0	1	0	0
07:00 AM	0	2	5	0	0	0	3	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	3	1	0	0	13	1	0	1	0	0	0	0	1	3
07:30 AM	0	0	7	1	0	0	4	0	0	0	1	0	0	0	0	0
07:45 AM	0	3	6	0	0	0	9	0	0	1	3	0	0	0	1	0
08:00 AM	0	2	6	0	0	0	12	1	0	0	2	0	0	0	2	2
08:15 AM	0	1	5	3	0	0	10	0	0	1	0	0	0	0	5	7
08:30 AM	0	0	7	0	0	0	7	0	0	0	1	0	0	1	0	2
08:45 AM	0	1	7	3	0	0	18	1	0	2	0	0	0	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	4	2	0	3	5	0	0	5	0	3	0	0	0	1
04:15 PM	0	1	2	0	0	1	6	1	0	8	3	3	0	1	1	0
04:30 PM	0	0	4	0	0	0	2	0	0	1	1	0	0	0	0	1
04:45 PM	0	2	4	0	0	0	8	1	0	0	1	0	0	0	1	1
05:00 PM	0	1	2	0	0	0	5	0	0	0	1	0	0	0	2	5
05:15 PM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	1	0	0	0	1	0	0	0	2	0	0	1	1	1
05:45 PM	0	0	5	0	0	0	3	0	0	0	0	1	0	0	1	0
06:00 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	4	0	0	0	1	0	0	0	2	0
06:45 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	23	71	5	0	4	105	5	0	18	12	3	0	5	9	44
06:15 AM	0	67	73	14	0	3	134	9	0	43	27	4	0	0	12	53
06:30 AM	0	65	116	8	0	2	248	15	0	43	31	5	0	15	15	70
06:45 AM	0	101	123	19	0	1	263	10	0	44	39	12	0	0	30	81
07:00 AM	0	47	153	26	0	2	294	9	0	47	34	5	0	12	41	98
07:15 AM	0	59	183	24	0	2	299	5	0	49	33	9	0	0	48	93
07:30 AM	0	65	237	17	0	9	334	4	0	46	43	11	0	15	60	119
07:45 AM	0	68	227	24	1	5	327	7	0	46	37	7	0	0	53	87
08:00 AM	0	49	203	11	2	10	297	9	0	33	24	2	0	27	46	81
08:15 AM	0	52	187	18	2	7	268	6	0	32	17	4	0	0	39	74
08:30 AM	0	28	222	11	5	2	242	5	0	37	16	1	0	25	31	53
08:45 AM	0	40	192	14	3	6	309	8	0	22	33	4	0	0	35	61
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	114	219	27	9	13	336	15	0	78	46	22	0	70	49	62
04:15 PM	0	119	228	34	7	5	362	19	0	64	89	7	0	0	52	65
04:30 PM	0	107	261	24	11	5	406	21	0	49	80	4	0	48	57	68
04:45 PM	0	122	171	31	8	8	369	19	0	52	66	18	0	0	51	63
05:00 PM	0	132	177	22	10	6	406	17	0	88	106	12	0	44	56	64
05:15 PM	0	87	256	47	3	9	379	21	0	59	88	21	0	0	58	63
05:30 PM	0	153	122	44	6	13	328	25	0	76	92	20	0	48	61	76
05:45 PM	0	121	230	27	2	13	318	23	0	58	82	25	0	0	73	72
06:00 PM	0	87	203	30	6	22	330	21	0	54	71	11	0	45	81	78
06:15 PM	0	119	154	27	5	10	308	22	0	59	92	26	0	0	76	69
06:30 PM	0	130	184	23	6	13	288	27	0	56	81	17	0	40	52	65
06:45 PM	0	134	261	27	2	8	237	19	0	91	106	13	0	0	61	59

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	4	2	0	0	3	0	0	0	0	0	0	0	4	2
06:15 AM	0	2	4	2	0	0	4	0	0	0	0	0	0	0	2	0
06:30 AM	0	5	6	0	0	0	6	0	0	0	1	0	0	0	1	0
06:45 AM	0	3	4	1	0	0	3	0	0	0	2	0	0	0	3	2
07:00 AM	0	1	4	1	0	0	9	0	0	3	0	0	0	0	2	2
07:15 AM	0	0	6	0	0	0	5	0	0	1	1	0	0	0	1	3
07:30 AM	0	0	4	1	0	0	7	0	0	0	2	0	0	1	3	2
07:45 AM	0	4	4	0	0	0	8	0	0	0	1	0	0	0	3	5
08:00 AM	0	2	5	0	0	0	6	1	0	0	0	0	0	0	1	7
08:15 AM	0	4	5	0	0	0	6	0	0	0	2	0	0	1	2	4
08:30 AM	0	0	4	3	0	0	5	0	0	0	2	0	0	2	1	3
08:45 AM	0	0	9	1	0	0	2	0	0	3	1	0	0	1	2	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	5	2	0	0	14	0	0	8	2	4	0	0	1	1
04:15 PM	0	0	4	0	0	0	9	0	0	7	0	3	0	0	0	1
04:30 PM	0	0	3	1	0	0	5	0	0	2	1	0	0	0	1	0
04:45 PM	0	3	3	0	0	0	5	0	0	0	1	0	0	0	2	0
05:00 PM	0	0	1	0	0	0	5	0	0	0	1	0	0	0	1	0
05:15 PM	0	1	1	0	0	0	3	0	0	0	0	0	0	0	3	2
05:30 PM	0	0	3	0	0	0	5	0	0	0	1	0	0	0	2	4
05:45 PM	0	0	3	0	0	0	2	0	0	0	1	0	0	0	2	3
06:00 PM	0	0	3	0	0	0	3	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	4	0	0	0	2	0	0	0	1	0	0	0	0	1
06:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	1
06:45 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0
06:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	35	73	6	0	2	119	6	0	33	26	1	0	4	11	53
06:15 AM	0	81	58	11	1	1	168	12	0	57	17	4	0	11	19	55
06:30 AM	0	120	64	15	2	2	275	15	0	66	69	7	0	18	21	58
06:45 AM	0	109	108	17	3	3	230	13	0	96	57	5	0	13	30	63
07:00 AM	0	79	166	20	1	1	250	9	0	77	59	9	0	13	35	76
07:15 AM	0	167	122	26	2	4	241	8	0	100	79	1	0	19	41	85
07:30 AM	0	145	130	21	4	6	285	7	0	104	92	8	1	26	55	83
07:45 AM	0	147	125	29	4	5	289	9	0	59	58	14	1	20	44	93
08:00 AM	0	107	162	21	1	9	224	10	0	116	50	12	0	15	42	55
08:15 AM	1	91	135	16	2	7	253	8	0	57	56	8	0	18	39	58
08:30 AM	0	140	134	15	4	6	262	4	0	39	44	10	2	21	35	62
08:45 AM	0	74	170	11	5	9	270	11	0	37	29	15	0	29	32	74
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	134	153	27	8	20	323	15	0	73	79	22	0	37	38	93
04:15 PM	9	137	80	70	2	23	353	21	4	75	72	24	2	42	57	88
04:30 PM	9	89	157	82	1	26	395	32	0	70	95	17	6	50	62	66
04:45 PM	0	127	190	26	2	19	338	30	0	66	91	24	2	42	63	61
05:00 PM	0	120	132	42	6	12	322	34	0	90	97	9	3	35	72	87
05:15 PM	0	66	188	27	5	15	298	29	0	103	58	22	0	39	81	81
05:30 PM	0	110	144	36	1	13	321	26	0	61	90	20	0	46	95	79
05:45 PM	0	122	245	45	2	13	309	25	0	92	107	24	0	41	74	75
06:00 PM	0	83	174	40	0	11	333	29	0	69	104	27	0	46	60	81
06:15 PM	0	97	154	28	1	16	344	30	0	67	94	28	1	42	59	83
06:30 PM	1	111	230	31	1	13	350	29	0	60	80	22	0	53	53	86
06:45 PM	0	140	194	25	0	15	344	28	0	63	80	19	0	49	48	77

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	7	1	0	0	4	0	0	0	0	0	0	0	4	2
06:15 AM	0	1	4	3	0	0	5	0	0	0	0	0	0	0	3	1
06:30 AM	0	0	2	1	0	0	5	0	0	3	1	0	0	0	1	1
06:45 AM	0	4	6	0	0	0	4	0	0	1	3	0	0	0	2	2
07:00 AM	0	0	6	0	0	0	6	0	0	1	0	1	0	0	1	2
07:15 AM	0	0	6	1	0	0	8	0	0	2	0	0	0	0	1	2
07:30 AM	0	2	7	1	0	0	10	0	0	2	2	0	0	0	1	1
07:45 AM	0	4	12	0	0	0	9	0	0	0	4	0	0	0	3	3
08:00 AM	0	6	7	0	0	0	9	2	0	2	0	0	0	1	2	6
08:15 AM	0	2	11	1	0	0	10	0	0	2	2	0	0	0	2	4
08:30 AM	0	0	12	0	0	0	15	0	0	0	0	1	0	1	2	2
08:45 AM	0	0	14	0	0	0	13	0	0	2	1	0	0	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	10	0	0	3	14	0	0	5	2	2	0	0	1	2
04:15 PM	0	2	6	1	0	0	5	0	0	6	0	1	0	0	2	1
04:30 PM	0	3	6	2	0	0	2	1	0	4	2	0	0	0	0	1
04:45 PM	0	1	6	0	0	0	3	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	5	0	0	0	2	0	0	1	3	1	0	0	0	4
05:15 PM	0	1	4	0	0	0	2	0	0	1	1	0	0	0	0	3
05:30 PM	0	0	2	0	0	0	1	0	0	1	2	0	0	1	1	1
05:45 PM	0	0	5	0	0	0	4	0	0	1	1	0	0	0	1	1
06:00 PM	0	0	6	1	0	0	7	0	0	0	2	0	0	0	0	0
06:15 PM	0	1	5	0	0	0	3	0	0	1	1	0	0	0	0	0
06:30 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	42	70	0	19	114	0	0	44	0	24	0	0	0	0
06:15 AM	0	0	71	88	0	36	165	0	0	74	0	30	0	0	0	0
06:30 AM	0	0	151	124	0	58	233	0	0	99	0	67	0	0	0	0
06:45 AM	0	0	177	110	0	72	246	0	0	150	0	51	0	0	0	0
07:00 AM	0	0	163	170	0	76	293	0	0	158	0	114	0	0	0	0
07:15 AM	0	0	227	193	0	69	364	0	0	122	0	111	0	0	0	0
07:30 AM	0	0	163	249	0	42	396	0	0	156	0	115	0	0	0	0
07:45 AM	0	0	238	190	0	62	366	0	0	132	0	85	0	0	0	0
08:00 AM	0	0	226	183	0	60	383	0	0	135	0	86	0	0	0	0
08:15 AM	0	0	197	221	0	66	337	0	0	128	0	93	0	0	0	0
08:30 AM	1	0	296	163	0	69	365	0	0	94	0	62	0	0	0	0
08:45 AM	0	0	216	194	0	46	304	0	0	129	0	115	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	224	119	0	83	337	0	0	128	0	118	0	0	0	0
04:15 PM	0	0	187	119	0	70	363	0	5	150	0	137	0	0	0	0
04:30 PM	0	0	197	148	0	44	275	0	0	119	0	124	0	0	0	0
04:45 PM	0	0	282	69	0	113	364	0	0	132	0	128	0	0	0	0
05:00 PM	0	0	167	179	0	51	284	0	2	163	0	111	0	0	0	0
05:15 PM	0	0	213	129	0	52	317	0	3	187	0	117	0	0	0	0
05:30 PM	0	0	221	144	0	62	303	0	5	133	0	139	0	0	0	0
05:45 PM	0	0	223	135	0	45	294	0	0	178	0	155	0	0	0	0
06:00 PM	0	0	309	109	0	67	339	0	0	160	0	135	0	0	0	0
06:15 PM	0	0	253	103	0	69	314	0	0	185	0	180	0	0	0	0
06:30 PM	0	0	164	140	0	80	278	0	0	182	0	169	0	0	0	0
06:45 PM	0	0	268	44	0	93	311	0	0	135	0	124	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	3	0	0	0	0	0	5	0	3	0	0	0	0
06:15 AM	0	0	0	4	0	1	5	0	0	8	0	1	0	0	0	0
06:30 AM	0	0	3	9	0	0	0	0	0	5	0	2	0	0	0	0
06:45 AM	0	0	11	11	0	0	3	0	0	4	0	0	0	0	0	0
07:00 AM	0	0	7	18	0	1	5	0	0	6	0	1	0	0	0	0
07:15 AM	0	0	1	7	0	4	8	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	1	5	0	2	9	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	2	8	0	5	12	0	0	4	0	1	0	0	0	0
08:00 AM	0	0	3	7	0	2	3	0	0	3	0	0	0	0	0	0
08:15 AM	0	0	2	10	0	2	9	0	0	1	0	1	0	0	0	0
08:30 AM	0	0	4	7	0	3	4	0	0	6	0	0	0	0	0	0
08:45 AM	0	0	3	9	0	3	4	0	0	2	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	6	0	5	4	0	0	3	0	2	0	0	0	0
04:15 PM	0	0	1	12	0	2	3	0	0	4	0	0	0	0	0	0
04:30 PM	0	0	2	12	0	3	5	0	0	6	0	2	0	0	0	0
04:45 PM	0	0	0	7	0	0	6	0	0	6	0	1	0	0	0	0
05:00 PM	0	0	2	6	0	0	4	0	0	3	0	0	0	0	0	0
05:15 PM	0	0	1	3	0	0	4	0	0	2	0	0	0	0	0	0
05:30 PM	0	0	0	2	0	1	6	0	0	4	0	0	0	0	0	0
05:45 PM	0	0	0	4	0	1	1	0	0	4	0	2	0	0	0	0
06:00 PM	0	0	2	6	0	0	5	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	2	2	0	1	3	0	0	2	0	1	0	0	0	0
06:30 PM	0	0	1	2	0	1	2	0	0	2	0	0	0	0	0	0
06:45 PM	0	0	1	5	0	2	1	0	0	6	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	63	60	0	35	97	0	0	56	0	39	0	0	0	0
06:15 AM	0	0	58	99	0	53	204	0	0	89	0	75	0	0	0	0
06:30 AM	0	0	190	74	0	101	231	0	0	113	0	78	0	0	0	0
06:45 AM	0	0	223	132	0	84	311	0	0	151	0	116	0	0	0	0
07:00 AM	0	0	145	158	0	90	213	0	0	160	0	150	0	0	0	0
07:15 AM	0	0	212	155	0	80	409	0	0	120	0	110	0	0	0	0
07:30 AM	0	0	157	220	0	85	475	0	0	125	0	99	0	0	0	0
07:45 AM	0	0	194	204	0	45	577	0	0	142	0	137	0	0	0	0
08:00 AM	0	0	206	181	0	60	502	0	0	99	0	83	0	0	0	0
08:15 AM	0	0	182	185	0	73	490	0	0	131	0	136	0	0	0	0
08:30 AM	0	0	224	170	0	75	441	0	0	113	0	83	0	0	0	0
08:45 AM	0	0	141	242	0	39	473	0	0	64	0	76	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	282	74	0	71	392	0	0	119	0	97	0	0	0	0
04:15 PM	0	0	231	108	0	53	431	0	0	129	0	88	0	0	0	0
04:30 PM	0	0	261	127	0	76	365	0	0	175	0	103	0	0	0	0
04:45 PM	0	0	227	113	0	59	397	0	0	127	0	84	0	0	0	0
05:00 PM	0	0	267	79	0	66	397	0	0	155	0	123	0	0	0	0
05:15 PM	0	0	287	100	0	72	389	0	0	162	0	140	0	0	0	0
05:30 PM	0	0	252	94	0	51	403	0	0	156	0	147	0	0	0	0
05:45 PM	0	0	180	144	0	50	420	0	0	142	0	135	0	0	0	0
06:00 PM	0	0	273	146	0	52	383	0	0	168	0	190	0	0	0	0
06:15 PM	0	0	252	110	0	72	406	0	0	119	0	113	0	0	0	0
06:30 PM	0	0	225	94	0	73	327	0	0	130	0	128	0	0	0	0
06:45 PM	0	0	253	57	0	81	394	0	0	145	0	118	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	4	0	0	3	0	0	1	0	2	0	0	0	0
06:15 AM	0	0	1	5	0	1	2	0	0	4	0	1	0	0	0	0
06:30 AM	0	0	2	4	0	0	2	0	0	6	0	1	0	0	0	0
06:45 AM	0	0	8	5	0	2	3	0	0	4	0	1	0	0	0	0
07:00 AM	0	0	1	4	0	1	11	0	0	2	0	1	0	0	0	0
07:15 AM	0	0	3	11	0	0	7	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	5	0	0	5	0	0	2	0	4	0	0	0	0
07:45 AM	0	0	2	8	0	2	7	0	0	1	0	1	0	0	0	0
08:00 AM	0	0	2	7	0	4	5	0	0	1	0	1	0	0	0	0
08:15 AM	0	0	2	1	0	0	5	0	0	3	0	3	0	0	0	0
08:30 AM	0	0	1	6	0	5	5	0	0	3	0	0	0	0	0	0
08:45 AM	0	0	3	10	0	1	3	0	0	2	0	3	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	5	0	3	0	0	0	3	0	0	0	0	0	0
04:15 PM	0	0	0	3	0	3	4	0	0	5	0	1	0	0	0	0
04:30 PM	0	0	3	5	0	0	1	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	0	9	0	1	6	0	0	7	0	0	0	0	0	0
05:00 PM	0	0	2	5	0	0	5	0	0	5	0	1	0	0	0	0
05:15 PM	0	0	0	3	0	0	6	0	0	4	0	1	0	0	0	0
05:30 PM	0	0	1	1	0	1	6	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	2	2	0	1	1	0	0	3	0	1	0	0	0	0
06:00 PM	0	0	0	3	0	0	6	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	0	4	0	1	4	0	0	1	0	1	0	0	0	0
06:30 PM	0	0	0	4	0	0	0	0	0	2	0	1	0	0	0	0
06:45 PM	0	0	1	5	0	1	1	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	78	44	0	30	109	0	0	70	0	42	0	0	0	0
06:15 AM	3	0	94	65	0	86	133	0	1	117	0	48	0	0	0	0
06:30 AM	0	0	150	110	0	68	258	0	0	87	0	34	0	0	0	0
06:45 AM	0	0	241	117	0	86	250	0	0	135	0	90	0	0	0	0
07:00 AM	0	0	177	190	0	77	295	0	0	152	0	119	0	0	0	0
07:15 AM	0	0	237	192	0	69	363	0	0	106	0	79	0	0	0	0
07:30 AM	0	0	186	217	0	84	328	0	0	148	0	99	0	0	0	0
07:45 AM	0	0	275	173	0	105	402	0	0	134	0	112	0	0	0	0
08:00 AM	0	0	199	254	0	24	289	0	0	139	0	86	0	0	0	0
08:15 AM	0	0	282	196	0	63	306	0	0	140	0	119	0	0	0	0
08:30 AM	0	0	261	166	0	80	390	0	0	84	0	68	0	0	0	0
08:45 AM	0	0	254	182	0	54	292	0	0	103	0	86	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	269	103	0	48	267	0	0	152	0	122	0	0	0	0
04:15 PM	0	0	249	115	0	47	260	0	0	128	0	141	0	0	0	0
04:30 PM	0	0	266	118	0	67	320	0	0	180	0	167	0	0	0	0
04:45 PM	0	0	264	83	0	68	334	0	0	138	0	145	0	0	0	0
05:00 PM	0	0	222	155	0	27	303	0	0	158	0	155	0	0	0	0
05:15 PM	0	0	278	114	0	44	335	0	0	150	0	143	0	0	0	0
05:30 PM	0	0	305	95	0	42	319	0	0	129	0	139	0	0	0	0
05:45 PM	0	0	237	142	0	50	289	0	0	118	0	157	0	0	0	0
06:00 PM	0	0	295	110	0	50	358	0	0	109	0	124	0	0	0	0
06:15 PM	0	0	302	122	0	67	294	0	0	135	0	130	0	0	0	0
06:30 PM	0	0	228	99	0	61	278	0	0	151	0	162	0	0	0	0
06:45 PM	0	0	278	56	0	91	313	0	0	137	0	128	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	2	0	0	0	0	0	3	0	1	0	0	0	0
06:15 AM	0	0	0	5	0	0	1	0	0	10	0	2	0	0	0	0
06:30 AM	0	0	2	6	0	1	2	0	0	6	0	1	0	0	0	0
06:45 AM	0	0	10	5	0	0	2	0	0	2	0	1	0	0	0	0
07:00 AM	0	0	2	12	0	1	5	0	0	7	0	0	0	0	0	0
07:15 AM	0	0	0	7	0	3	4	0	0	4	0	1	0	0	0	0
07:30 AM	0	0	4	4	0	0	2	0	0	5	0	0	0	0	0	0
07:45 AM	0	0	1	9	0	3	3	0	0	5	0	1	0	0	0	0
08:00 AM	0	0	1	10	0	1	4	0	0	3	0	0	0	0	0	0
08:15 AM	0	0	2	4	0	2	3	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	3	9	0	2	3	0	0	4	0	2	0	0	0	0
08:45 AM	0	0	3	7	0	1	2	0	0	0	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	6	0	1	1	0	0	5	0	1	0	0	0	0
04:15 PM	0	0	0	2	0	3	5	0	0	0	0	2	0	0	0	0
04:30 PM	0	0	4	4	0	3	5	0	0	2	0	2	0	0	0	0
04:45 PM	0	0	0	4	0	0	8	0	0	3	0	2	0	0	0	0
05:00 PM	0	0	1	5	0	0	3	0	0	1	0	2	0	0	0	0
05:15 PM	0	0	1	4	0	0	4	0	0	0	0	1	0	0	0	0
05:30 PM	0	0	0	4	0	0	3	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	2	0	2	4	0	0	1	0	1	0	0	0	0
06:00 PM	0	0	0	2	0	1	4	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	1	2	0	0	8	0	0	3	0	1	0	0	0	0
06:30 PM	0	0	1	2	0	3	2	0	0	3	0	1	0	0	0	0
06:45 PM	0	0	1	3	0	1	4	0	0	5	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	127	9	0	15	88	17	2	5	16	25	0	11	15	5
06:15 AM	0	10	187	6	0	14	144	14	0	4	31	27	0	12	15	7
06:30 AM	0	30	314	8	0	25	172	22	1	13	69	40	0	23	23	13
06:45 AM	0	16	372	11	0	35	227	18	2	16	55	48	0	34	38	10
07:00 AM	0	38	377	12	0	45	206	13	2	12	44	75	0	43	32	5
07:15 AM	0	33	454	5	0	45	245	22	4	28	137	117	0	53	79	27
07:30 AM	0	47	447	5	0	47	306	38	5	34	124	109	0	41	55	15
07:45 AM	0	49	435	7	0	48	263	15	4	37	134	83	0	71	135	33
08:00 AM	0	46	422	2	0	49	287	19	2	19	138	107	0	104	126	26
08:15 AM	0	50	398	5	0	57	265	21	2	24	135	88	0	61	100	21
08:30 AM	0	39	468	9	0	65	256	30	3	14	137	87	0	70	113	25
08:45 AM	0	62	415	12	0	62	236	18	3	25	142	90	0	66	103	27
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	69	339	22	0	59	396	18	4	20	112	40	0	59	137	51
04:15 PM	0	78	269	18	0	79	378	29	2	18	115	53	0	46	210	47
04:30 PM	0	64	281	22	0	66	340	42	3	21	136	43	0	55	161	56
04:45 PM	0	31	310	37	0	82	412	45	2	20	138	34	0	44	140	76
05:00 PM	0	55	271	19	0	84	309	52	5	40	155	57	0	61	236	64
05:15 PM	0	69	264	16	0	77	413	17	6	33	148	47	0	59	171	70
05:30 PM	0	75	304	25	0	85	352	35	4	25	124	63	0	44	205	70
05:45 PM	0	66	275	16	0	69	380	26	5	25	139	55	0	51	206	58
06:00 PM	0	52	347	16	0	77	385	33	3	30	123	48	0	46	133	58
06:15 PM	0	69	275	14	0	93	354	39	6	16	132	46	0	34	176	54
06:30 PM	0	33	225	12	0	80	383	28	6	32	139	37	0	53	137	34
06:45 PM	0	47	274	26	0	72	394	12	4	14	93	37	0	44	95	27

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	4	0	0	0	6	0	0	0	0	0	0	0	1	0
06:30 AM	0	0	7	0	0	1	1	0	0	0	0	2	0	0	3	0
06:45 AM	0	1	8	0	0	0	4	0	0	0	0	4	0	0	1	0
07:00 AM	0	0	12	0	0	0	6	1	0	2	0	3	0	0	1	1
07:15 AM	0	0	4	0	0	0	8	1	0	0	0	1	0	0	0	5
07:30 AM	0	1	7	0	0	1	3	2	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	1	5	0	0	0	0	1	0	1	2	1
08:00 AM	0	1	7	0	0	0	3	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	6	0	0	2	3	1	0	0	3	1	0	1	1	0
08:45 AM	0	0	6	0	0	0	5	0	0	3	0	2	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	11	1	0	1	5	1	0	2	1	0	0	0	0	1
04:15 PM	0	1	5	1	0	0	5	2	0	0	0	0	0	2	2	1
04:30 PM	0	2	11	2	0	0	4	0	0	0	0	1	0	1	1	0
04:45 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	2	1
05:00 PM	0	1	6	0	0	0	2	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	7	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	3	0	0	0	2	2	0	1	0	0	0	0	1	0
05:45 PM	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0
06:00 PM	0	0	4	0	0	0	3	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	2	0	0	0	3	0	0	1	2	0	0	0	1	1
06:30 PM	0	0	4	0	0	0	5	0	0	0	3	0	0	0	1	0
06:45 PM	0	3	3	0	0	0	3	0	0	0	0	0	0	0	2	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	11	118	5	0	14	77	15	3	4	24	33	0	14	19	1
06:15 AM	0	8	174	3	0	14	156	22	1	7	62	32	0	18	15	8
06:30 AM	0	20	270	8	1	23	179	25	0	15	70	56	0	43	24	8
06:45 AM	0	22	355	13	0	41	263	28	3	15	76	90	0	45	31	8
07:00 AM	0	35	289	14	0	71	205	29	4	20	118	102	0	43	42	12
07:15 AM	0	31	392	9	0	35	292	39	5	30	167	122	0	75	75	19
07:30 AM	0	44	360	10	0	63	293	27	4	35	122	120	0	93	78	30
07:45 AM	0	42	383	9	0	57	331	32	4	46	206	140	0	95	132	24
08:00 AM	0	53	387	7	0	49	316	28	7	56	181	146	0	102	96	36
08:15 AM	0	52	365	8	0	67	294	28	3	39	210	100	0	71	67	24
08:30 AM	0	43	384	7	0	62	267	28	3	37	185	162	0	104	113	23
08:45 AM	0	43	372	8	0	40	285	24	6	23	179	126	0	82	75	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	56	272	25	0	81	323	68	4	41	156	81	0	44	137	46
04:15 PM	0	77	266	26	0	92	296	77	6	47	175	88	0	48	213	42
04:30 PM	0	56	317	23	0	58	375	77	6	40	149	62	0	54	219	55
04:45 PM	0	62	275	32	0	134	341	53	4	41	209	54	0	54	183	66
05:00 PM	0	53	276	21	0	97	319	88	4	51	215	76	0	69	224	73
05:15 PM	0	88	307	30	0	114	336	116	3	49	154	90	0	76	180	65
05:30 PM	0	68	268	27	0	100	315	107	9	26	228	88	0	62	256	81
05:45 PM	0	60	280	25	0	105	328	71	5	57	216	62	0	65	213	79
06:00 PM	0	96	341	36	0	105	375	52	7	33	142	70	0	49	191	52
06:15 PM	0	60	300	40	1	94	338	58	3	35	208	51	0	64	191	74
06:30 PM	0	74	257	39	0	85	363	35	11	44	193	53	0	35	165	49
06:45 PM	0	37	303	31	0	48	394	46	4	29	158	52	0	33	104	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	1	1	0	0	5	0	0	0	0	1	0	0	0	0
06:15 AM	0	1	6	0	0	0	5	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	1	1	0	1	4	0	0	0	0	1	0	0	0	1
06:45 AM	0	0	10	0	0	0	4	0	0	0	0	3	0	0	1	0
07:00 AM	0	0	5	0	0	0	9	0	0	1	2	1	0	0	2	0
07:15 AM	0	0	4	0	0	1	4	3	0	0	1	1	0	0	1	1
07:30 AM	0	0	10	0	0	0	2	0	0	0	0	1	0	0	0	0
07:45 AM	0	3	7	0	0	2	4	0	0	1	0	0	0	0	2	0
08:00 AM	0	2	4	0	0	0	12	0	0	0	3	3	0	0	2	1
08:15 AM	0	0	7	1	0	0	3	0	0	0	2	0	0	0	0	0
08:30 AM	0	0	6	0	0	1	6	0	0	1	2	3	0	0	1	0
08:45 AM	0	0	7	0	0	2	8	1	0	0	2	0	0	0	1	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	9	0	0	0	8	1	0	1	1	0	0	0	1	0
04:15 PM	0	0	5	1	0	0	4	0	0	1	2	0	0	0	3	5
04:30 PM	0	2	1	0	0	0	5	0	0	0	0	1	0	5	1	0
04:45 PM	0	0	7	1	0	0	11	0	0	2	2	0	0	0	3	0
05:00 PM	0	0	3	0	0	0	6	0	0	0	4	1	0	0	1	0
05:15 PM	0	3	6	1	0	0	7	0	0	1	2	0	0	0	1	0
05:30 PM	0	0	3	0	0	1	3	1	0	0	0	0	0	0	0	0
05:45 PM	0	0	9	0	0	0	7	1	0	0	3	0	0	0	1	1
06:00 PM	0	0	4	0	0	0	3	0	0	0	2	1	0	0	0	1
06:15 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	3	0
06:30 PM	0	0	5	0	0	0	3	0	0	0	3	0	0	0	1	0
06:45 PM	0	0	3	0	0	1	4	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	16	111	6	0	6	92	13	1	7	42	39	0	15	9	6
06:15 AM	0	5	174	7	0	14	144	20	2	7	39	42	0	11	18	11
06:30 AM	0	20	259	5	0	25	188	37	4	8	85	77	0	39	26	9
06:45 AM	0	26	354	12	0	64	250	22	3	33	64	82	0	48	32	21
07:00 AM	0	43	275	21	0	58	250	39	1	19	132	107	0	47	50	14
07:15 AM	0	41	403	7	0	52	287	27	2	51	147	122	0	64	93	19
07:30 AM	0	58	386	8	0	78	302	55	6	27	172	154	0	39	140	24
07:45 AM	0	33	376	3	0	72	265	54	3	60	155	168	0	82	139	32
08:00 AM	0	52	427	8	0	63	273	29	5	45	206	113	0	96	101	26
08:15 AM	0	49	353	4	0	82	260	36	4	34	214	114	0	74	88	29
08:30 AM	0	57	381	8	0	83	281	58	8	29	180	160	0	108	97	33
08:45 AM	0	34	349	6	0	78	232	50	1	31	145	142	0	98	99	28
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	57	267	27	0	88	359	52	4	22	138	63	0	60	122	51
04:15 PM	0	41	258	26	0	82	350	58	6	26	194	53	0	77	146	57
04:30 PM	0	48	295	38	0	101	332	49	0	33	109	71	0	59	129	52
04:45 PM	0	43	236	25	0	111	311	104	2	26	182	92	0	51	218	63
05:00 PM	0	46	274	25	0	90	302	59	6	34	194	77	0	64	177	55
05:15 PM	0	51	357	26	0	103	339	67	8	42	215	54	0	57	223	90
05:30 PM	0	64	313	32	1	55	331	72	5	22	104	49	0	44	218	68
05:45 PM	0	46	322	33	0	52	354	55	3	17	74	26	0	52	178	67
06:00 PM	0	71	341	37	0	68	379	67	6	26	162	47	0	57	177	83
06:15 PM	0	47	287	31	0	57	375	49	4	22	135	68	0	52	141	67
06:30 PM	0	36	232	32	0	60	419	44	6	23	113	50	0	54	121	46
06:45 PM	0	43	301	35	0	27	404	77	6	20	147	48	0	28	104	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	3	0	0	1	9	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	2	0	0	0	10	0	0	0	1	0	0	0	0	1
06:30 AM	0	0	7	0	0	0	10	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	6	0	0	0	8	0	0	0	0	4	0	0	0	1
07:00 AM	0	0	8	0	0	0	5	2	0	0	3	2	0	0	1	0
07:15 AM	0	0	2	0	0	1	11	0	0	0	1	1	0	0	0	0
07:30 AM	0	1	6	0	0	1	3	1	0	0	0	0	0	0	0	0
07:45 AM	0	1	5	0	0	0	7	0	0	0	0	2	0	0	0	1
08:00 AM	0	1	4	0	0	1	6	0	0	0	0	1	0	0	1	0
08:15 AM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	2	1
08:30 AM	0	1	6	1	0	0	3	1	0	0	0	1	0	0	0	1
08:45 AM	0	0	5	0	0	1	10	1	0	1	1	1	0	0	1	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	8	1	0	1	6	0	0	2	1	2	0	0	1	1
04:15 PM	0	0	6	0	0	1	3	0	0	0	0	0	0	1	2	2
04:30 PM	0	0	7	2	0	0	4	0	0	0	1	0	0	2	1	0
04:45 PM	0	1	3	1	0	0	7	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	6	0	0	1	2	0	0	0	0	0	0	0	2	0
05:15 PM	0	1	6	1	0	3	4	0	0	0	3	0	0	0	0	1
05:30 PM	0	0	5	0	0	0	6	0	0	1	2	0	0	0	1	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	3	1
06:00 PM	0	0	5	0	0	2	4	0	0	0	1	0	0	0	1	1
06:15 PM	0	0	2	0	0	0	2	0	0	0	1	0	0	0	2	1
06:30 PM	0	1	4	0	0	1	2	0	0	0	0	1	0	0	0	0
06:45 PM	0	0	1	0	0	1	2	0	0	0	1	1	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	52	12	0	2	90	4	0	20	2	5	0	12	3	19
06:15 AM	0	9	84	12	0	7	131	3	0	42	7	4	0	5	5	27
06:30 AM	0	19	158	32	2	4	183	12	0	29	6	25	0	16	9	60
06:45 AM	0	12	182	24	0	15	213	9	0	50	17	17	0	17	13	49
07:00 AM	0	23	223	37	2	23	250	11	0	44	9	25	0	17	12	61
07:15 AM	0	16	270	59	1	30	282	17	0	49	25	25	0	41	54	98
07:30 AM	0	29	248	22	0	17	292	23	0	61	29	38	0	42	50	82
07:45 AM	0	46	262	22	0	34	305	20	0	49	24	36	0	47	56	58
08:00 AM	0	41	266	15	1	24	302	11	0	54	41	32	0	62	35	77
08:15 AM	0	52	236	22	2	19	288	16	0	42	37	25	1	62	17	57
08:30 AM	0	45	308	11	0	22	305	14	0	43	25	24	0	38	14	73
08:45 AM	0	52	285	13	0	11	241	24	0	40	36	38	0	39	12	55
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	39	276	26	0	38	293	15	0	43	14	21	0	31	35	43
04:15 PM	0	44	264	24	0	25	344	13	0	35	24	16	0	15	50	28
04:30 PM	0	46	250	45	0	34	256	27	0	35	13	31	1	39	43	59
04:45 PM	0	61	301	37	0	28	340	38	0	35	18	23	0	43	42	64
05:00 PM	0	44	224	29	2	41	234	19	0	38	24	24	1	47	74	87
05:15 PM	0	58	252	28	0	71	285	11	0	42	23	29	1	52	70	82
05:30 PM	0	59	287	31	2	51	270	21	0	32	27	18	1	57	95	60
05:45 PM	0	69	282	26	1	56	224	42	0	50	35	36	0	75	81	65
06:00 PM	0	59	366	14	1	57	295	38	0	40	20	21	1	48	56	65
06:15 PM	0	55	345	20	0	34	284	20	0	45	20	25	0	46	50	48
06:30 PM	0	42	291	21	0	20	253	22	0	40	24	25	0	49	59	50
06:45 PM	0	57	287	18	0	32	265	43	0	38	14	12	0	38	31	50

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0
06:30 AM	0	0	3	2	0	0	0	0	0	0	0	1	0	1	0	0
06:45 AM	0	1	1	4	0	1	0	1	0	1	1	0	0	1	2	0
07:00 AM	0	1	3	2	0	4	2	0	0	1	0	2	0	1	0	0
07:15 AM	0	0	1	0	0	1	3	0	0	1	1	0	0	2	0	0
07:30 AM	0	1	0	1	0	1	4	0	0	1	0	0	0	1	0	0
07:45 AM	0	1	1	0	0	0	9	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	3	0	0	0	2	0	0	1	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0
08:30 AM	0	0	3	1	0	0	4	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	2	1	0	0	3	1	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	1	0	1	3	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	1	0	0	5	1	0	0	0	0	0	0	0	1
04:30 PM	0	1	2	2	0	0	5	2	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	1	2	1	0	2	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	3	1	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
06:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	2	0	0	0	0	3	0	0	0	0
06:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	5	82	13	0	2	98	2	0	19	2	3	0	9	6	16
06:15 AM	0	8	113	10	0	7	181	6	0	33	8	7	0	10	13	28
06:30 AM	0	7	229	22	2	6	234	5	0	49	14	20	0	6	19	50
06:45 AM	0	16	285	26	0	9	260	8	0	47	17	15	0	16	23	67
07:00 AM	0	24	231	34	1	19	243	10	1	32	15	18	0	19	48	39
07:15 AM	0	21	245	47	0	22	344	10	0	47	29	31	1	38	63	81
07:30 AM	0	32	195	18	0	9	373	18	0	59	36	26	0	64	35	90
07:45 AM	0	48	258	17	0	15	472	16	1	47	30	29	0	38	53	49
08:00 AM	0	40	224	15	0	13	435	30	0	48	50	27	0	56	30	56
08:15 AM	0	41	251	17	0	27	424	14	1	43	35	29	0	41	17	75
08:30 AM	0	49	233	11	0	10	421	24	0	34	25	24	0	40	20	46
08:45 AM	0	65	141	11	0	19	387	28	0	38	30	42	0	26	26	59
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	47	284	23	0	12	389	18	0	39	17	11	0	18	35	21
04:15 PM	0	32	249	21	0	14	389	14	0	29	14	17	0	35	25	47
04:30 PM	0	43	277	29	1	27	339	17	3	41	22	30	0	35	52	53
04:45 PM	0	38	239	22	0	22	356	23	0	41	19	23	1	33	78	49
05:00 PM	0	44	305	21	1	38	334	13	0	29	21	15	0	18	68	81
05:15 PM	0	49	333	22	0	23	313	13	0	64	32	20	0	68	61	67
05:30 PM	0	39	313	23	0	37	307	26	0	36	26	22	0	41	57	101
05:45 PM	0	59	232	22	0	47	323	36	0	35	29	19	0	30	58	82
06:00 PM	0	63	372	18	0	38	312	43	0	44	28	19	0	33	56	70
06:15 PM	0	49	295	15	1	30	354	37	0	44	19	21	0	40	45	57
06:30 PM	0	48	274	21	0	34	303	28	1	33	23	26	0	32	34	48
06:45 PM	0	53	293	14	0	26	358	28	1	41	26	17	0	32	34	54

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	0	0	0	1	0	0	1	0	1	0	0	0	1
06:30 AM	0	0	2	2	0	0	3	1	0	0	0	1	0	1	0	0
06:45 AM	0	2	2	3	0	0	4	1	0	0	1	0	0	0	1	0
07:00 AM	0	0	0	1	0	1	5	0	0	6	0	0	0	1	0	0
07:15 AM	0	1	2	0	0	1	4	0	0	0	1	0	0	2	0	1
07:30 AM	0	0	6	1	0	0	4	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	3	0	0	2	4	1	0	0	0	0	0	0	0	0
08:00 AM	0	1	3	0	0	1	3	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	6	1	0	0	2	2	0	0	0	1	0	1	1	0
08:30 AM	0	0	0	1	0	1	5	1	0	1	0	1	0	0	0	1
08:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	1	1	1	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	1	3	0	0	1	0	0	0	0	1	1
04:30 PM	0	1	2	2	0	3	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1
05:00 PM	0	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	1	3	0	0	1	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0
06:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
06:45 PM	2	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	91	13	0	2	102	3	0	15	3	6	0	9	1	19
06:15 AM	0	7	122	9	2	3	132	5	0	49	4	9	0	12	5	31
06:30 AM	0	9	155	15	1	3	223	1	0	40	6	13	1	10	3	56
06:45 AM	0	16	278	25	0	13	221	12	0	44	17	21	0	14	17	51
07:00 AM	0	13	237	28	0	8	265	6	0	26	11	18	0	13	11	84
07:15 AM	0	18	243	43	0	13	282	10	0	61	18	24	0	46	45	80
07:30 AM	0	24	230	15	1	17	246	17	0	58	36	23	0	61	31	75
07:45 AM	0	34	316	17	1	20	325	15	0	62	30	34	0	89	50	106
08:00 AM	0	41	219	18	0	24	219	15	0	43	39	27	1	58	22	41
08:15 AM	0	50	316	14	0	21	281	18	0	31	24	14	0	81	34	43
08:30 AM	0	37	264	11	0	7	330	17	0	26	32	13	0	48	14	87
08:45 AM	0	51	262	7	0	14	251	36	0	32	31	26	0	44	26	47
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	23	322	22	0	14	286	21	0	30	12	18	0	37	13	28
04:15 PM	0	52	328	21	0	16	243	25	0	44	19	26	0	45	42	26
04:30 PM	0	49	341	16	1	17	316	14	0	25	19	24	0	37	25	40
04:45 PM	0	51	324	12	1	18	354	24	0	30	19	22	0	21	53	41
05:00 PM	0	36	319	9	1	54	243	19	0	29	30	11	0	65	43	89
05:15 PM	0	34	355	20	0	42	299	20	0	45	30	17	0	67	23	54
05:30 PM	0	63	350	20	1	49	311	46	0	40	33	24	0	90	49	21
05:45 PM	0	58	306	20	3	17	238	30	0	44	30	20	0	75	50	58
06:00 PM	0	71	330	8	0	30	290	12	0	32	20	21	0	60	41	75
06:15 PM	0	71	344	5	1	26	282	19	0	39	25	20	0	35	40	40
06:30 PM	0	55	309	15	0	28	253	39	0	31	20	16	0	26	33	48
06:45 PM	0	39	347	5	0	27	324	20	0	24	13	7	0	56	25	36

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0
06:30 AM	0	0	2	1	0	0	2	0	0	0	0	1	0	1	0	0
06:45 AM	0	2	2	4	0	0	1	1	0	0	1	0	0	0	1	0
07:00 AM	0	0	2	1	0	0	0	0	0	4	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	2	4	0	0	0	2	0	0	0	0	0
07:30 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	3	1	0	1	0	1	0	0	0	0
08:30 AM	0	0	3	1	0	2	0	0	0	0	0	1	0	1	0	0
08:45 AM	0	1	2	1	0	0	1	2	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	5	1	0	0	0	1	0	0	1	0
04:30 PM	0	1	4	2	0	0	0	0	0	0	0	2	0	0	0	0
04:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	2	1	1	0	1	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	2	0	0	1	0	1	0	0	0	0
05:45 PM	0	0	1	0	0	1	3	0	0	2	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	4	0	0	0	1	1	0	0	0	0
06:30 PM	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0
06:45 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	151	7	0	10	116	21	0	1	0	3	0	2	1	7
06:15 AM	0	12	208	11	0	4	173	35	0	0	0	4	0	3	0	2
06:30 AM	0	17	354	23	0	4	222	25	0	1	0	5	0	7	0	9
06:45 AM	0	25	409	40	1	23	287	48	0	1	0	4	0	7	0	5
07:00 AM	0	21	451	44	2	28	269	27	0	4	1	6	0	11	0	4
07:15 AM	0	33	552	61	0	17	308	28	0	6	0	18	0	3	1	5
07:30 AM	0	46	518	61	5	42	389	51	0	7	0	18	0	3	2	6
07:45 AM	0	66	484	70	9	79	324	73	0	6	1	21	0	6	3	11
08:00 AM	0	59	494	101	1	90	347	55	0	13	2	27	0	5	4	8
08:15 AM	0	45	462	52	1	82	335	48	0	13	2	28	0	4	0	6
08:30 AM	0	56	512	93	1	60	348	52	0	15	1	15	0	9	4	8
08:45 AM	0	33	478	81	1	47	301	60	0	16	1	23	0	5	1	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	14	427	15	0	24	427	13	0	50	4	61	0	26	3	25
04:15 PM	0	10	350	18	2	15	439	16	0	48	1	46	0	25	0	28
04:30 PM	0	12	367	20	1	25	388	16	0	53	1	87	0	22	1	28
04:45 PM	0	16	364	16	0	13	440	16	0	93	1	104	0	22	1	28
05:00 PM	0	19	368	17	2	27	353	15	0	81	3	121	0	22	2	30
05:15 PM	0	16	345	15	0	16	404	14	0	85	5	92	0	15	0	47
05:30 PM	0	9	408	13	1	26	368	20	0	98	4	72	0	16	0	29
05:45 PM	0	9	378	12	1	30	414	20	0	70	3	63	0	14	2	14
06:00 PM	0	11	446	11	0	23	442	9	0	62	2	65	0	13	1	15
06:15 PM	0	12	348	10	0	9	435	9	0	49	0	54	0	11	0	27
06:30 PM	0	7	306	4	0	9	459	10	0	36	3	30	0	9	1	21
06:45 PM	0	14	346	10	1	15	463	14	0	37	0	20	0	8	0	14

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	0	0	0	2	4	0	0	0	0	0	3	1	1
06:15 AM	0	2	1	0	0	0	11	10	0	0	0	1	0	2	0	2
06:30 AM	0	0	8	0	0	0	1	12	0	0	0	0	0	7	0	2
06:45 AM	0	3	12	0	0	0	4	5	0	0	0	0	0	6	0	1
07:00 AM	0	1	14	0	0	0	4	4	0	0	0	0	0	6	0	4
07:15 AM	0	0	7	0	0	0	9	1	0	0	0	0	0	5	0	2
07:30 AM	0	3	3	0	0	1	5	4	0	0	0	1	0	4	0	1
07:45 AM	0	3	4	1	0	0	4	4	0	0	0	0	0	4	0	2
08:00 AM	0	2	4	0	0	0	5	4	0	0	0	0	0	8	0	0
08:15 AM	0	1	7	0	0	0	5	2	0	0	0	0	0	5	0	0
08:30 AM	0	2	12	1	0	0	3	5	0	0	0	0	0	5	0	1
08:45 AM	0	2	2	0	0	0	2	6	0	0	0	0	0	4	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	4	10	1	0	1	5	3	0	1	0	0	0	3	0	0
04:15 PM	0	3	6	0	0	1	5	4	0	0	0	0	0	6	0	3
04:30 PM	0	2	7	1	0	0	6	3	0	0	0	1	0	3	0	2
04:45 PM	0	2	8	0	0	1	5	4	0	2	0	1	0	4	0	1
05:00 PM	0	3	4	0	0	0	1	5	0	0	0	1	0	3	0	1
05:15 PM	0	3	3	1	0	0	6	2	0	0	0	1	0	2	0	1
05:30 PM	0	1	2	0	0	1	3	1	0	1	0	1	0	5	0	2
05:45 PM	0	4	6	0	0	0	6	3	0	0	0	0	0	2	1	2
06:00 PM	0	3	3	0	0	0	3	3	0	0	0	0	0	5	0	1
06:15 PM	0	1	3	0	0	0	3	4	0	0	0	0	0	3	0	4
06:30 PM	0	1	3	0	0	0	1	3	0	0	0	0	0	3	0	1
06:45 PM	0	3	5	0	0	0	5	4	0	0	0	0	0	4	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	7	155	8	0	8	94	19	0	3	0	2	0	9	4	9
06:15 AM	0	14	211	8	0	7	187	36	0	0	1	3	0	13	2	2
06:30 AM	0	20	348	22	1	6	241	61	0	1	0	4	0	9	0	0
06:45 AM	0	24	449	28	2	45	362	65	0	0	0	3	0	5	0	4
07:00 AM	0	21	367	50	0	46	281	43	0	5	0	12	0	3	0	5
07:15 AM	0	33	526	50	2	48	369	42	0	8	0	22	0	0	1	2
07:30 AM	0	40	482	58	3	91	387	52	0	11	3	23	0	6	2	4
07:45 AM	0	69	489	85	1	82	431	39	0	12	1	22	0	9	3	12
08:00 AM	0	55	507	102	0	95	398	41	0	12	7	16	0	6	2	16
08:15 AM	0	67	432	64	1	102	378	39	0	10	3	36	0	5	4	11
08:30 AM	0	52	538	103	0	69	344	62	0	14	4	26	0	8	3	9
08:45 AM	0	35	502	77	0	43	349	48	0	15	0	13	0	3	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	11	375	17	7	14	444	11	0	50	1	57	0	29	4	19
04:15 PM	0	9	378	19	3	14	380	15	0	50	1	48	0	30	0	31
04:30 PM	0	8	418	15	4	16	460	16	0	62	1	83	0	22	0	31
04:45 PM	0	14	360	16	3	19	448	13	0	88	1	108	0	14	1	24
05:00 PM	0	22	407	13	4	25	388	19	0	95	3	131	0	19	2	33
05:15 PM	0	22	456	15	3	10	423	17	0	93	1	88	0	16	0	51
05:30 PM	0	10	413	10	1	17	375	19	0	109	2	72	0	16	0	32
05:45 PM	0	3	419	13	5	28	408	23	0	73	0	55	0	14	2	13
06:00 PM	0	10	468	10	3	19	475	9	0	52	2	79	0	14	0	21
06:15 PM	0	11	414	12	4	7	377	6	0	58	0	54	0	11	0	28
06:30 PM	0	6	345	5	3	4	431	8	0	34	4	41	0	8	0	25
06:45 PM	0	10	386	10	2	15	486	13	0	37	0	22	0	8	0	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	0	0	0	0	5	5	0	0	0	0	0	4	0	0
06:15 AM	0	1	4	0	0	0	3	5	0	0	0	0	0	4	0	1
06:30 AM	0	0	3	0	0	0	4	6	0	0	0	0	0	4	0	2
06:45 AM	0	4	8	0	0	0	3	7	0	0	0	0	0	4	0	1
07:00 AM	0	1	3	0	0	0	6	2	0	0	0	1	0	3	0	5
07:15 AM	0	0	13	0	0	0	5	2	0	0	0	0	0	10	0	4
07:30 AM	0	2	5	0	0	0	4	0	0	0	0	0	0	7	0	0
07:45 AM	0	2	7	1	0	0	8	4	0	0	0	1	0	4	0	2
08:00 AM	0	1	9	0	0	1	9	5	0	0	0	0	0	1	0	0
08:15 AM	0	2	5	0	0	1	11	3	0	0	0	0	0	3	0	2
08:30 AM	0	2	8	0	0	0	8	2	0	0	0	0	0	2	0	2
08:45 AM	0	1	5	0	0	1	4	1	0	2	0	2	0	2	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	5	8	1	0	0	6	2	0	1	0	0	0	2	0	0
04:15 PM	0	4	4	0	0	0	5	5	0	0	0	0	0	4	0	1
04:30 PM	0	0	5	1	0	0	6	1	0	0	0	0	0	4	0	2
04:45 PM	0	0	11	0	0	1	5	5	0	1	0	0	0	4	0	1
05:00 PM	0	4	4	0	0	0	1	5	0	0	0	1	0	3	0	2
05:15 PM	0	2	5	0	0	0	6	3	0	0	0	0	0	2	0	2
05:30 PM	0	1	2	0	0	1	1	0	0	0	0	0	0	4	0	1
05:45 PM	0	3	6	0	0	0	5	4	0	0	0	0	0	2	0	2
06:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	3	0	0
06:15 PM	0	1	3	0	0	0	1	4	0	0	0	0	0	3	0	5
06:30 PM	0	2	2	0	0	0	2	3	0	0	0	0	0	4	0	0
06:45 PM	0	5	5	0	0	0	5	2	0	0	0	0	0	3	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	12	161	6	0	9	126	31	0	1	0	4	0	3	0	9
06:15 AM	0	18	208	11	0	7	189	39	0	1	0	4	0	3	0	4
06:30 AM	0	21	352	17	1	10	232	56	0	1	0	5	0	8	0	6
06:45 AM	0	27	447	33	1	32	298	63	0	2	1	6	0	6	0	5
07:00 AM	0	25	470	34	1	33	321	58	0	3	1	7	0	5	1	4
07:15 AM	0	24	508	40	4	39	373	44	0	5	0	21	0	3	0	2
07:30 AM	0	34	479	66	3	55	396	49	0	13	1	26	0	2	2	3
07:45 AM	0	56	451	68	3	94	405	51	0	8	2	26	0	7	2	8
08:00 AM	0	49	472	81	7	85	343	49	0	17	2	29	0	3	2	6
08:15 AM	0	70	483	71	5	81	337	54	0	18	1	33	0	3	0	8
08:30 AM	0	48	435	72	5	52	392	52	0	14	0	40	0	4	1	10
08:45 AM	0	33	473	72	0	65	326	46	0	13	3	14	0	6	1	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	17	367	11	3	33	423	14	0	47	6	62	0	22	1	30
04:15 PM	0	10	359	15	1	16	436	15	0	43	0	42	0	18	0	24
04:30 PM	0	15	416	23	2	33	435	15	0	42	0	88	0	20	1	24
04:45 PM	0	18	368	15	0	6	401	18	0	94	0	95	0	29	0	30
05:00 PM	0	15	392	21	4	28	362	10	0	63	2	107	0	24	2	25
05:15 PM	0	8	401	13	3	22	390	9	0	74	9	93	0	13	0	41
05:30 PM	0	8	423	16	0	33	376	19	0	83	6	70	0	15	0	25
05:45 PM	0	15	365	11	5	31	411	15	0	65	6	69	0	14	2	15
06:00 PM	0	11	432	11	7	25	457	9	0	70	1	48	0	11	1	7
06:15 PM	0	12	395	7	1	11	439	12	0	38	0	51	0	11	0	25
06:30 PM	0	8	328	2	2	14	495	12	0	37	1	18	0	10	2	15
06:45 PM	0	18	370	10	3	14	497	14	0	35	0	16	0	7	0	17

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	0	0	0	8	7	0	0	0	0	0	3	0	3
06:15 AM	0	1	2	0	0	0	6	9	0	0	0	0	0	4	0	2
06:30 AM	0	1	11	1	0	0	6	8	0	0	0	0	0	2	0	3
06:45 AM	0	0	9	0	0	0	2	5	0	0	0	0	0	5	0	6
07:00 AM	0	1	11	0	0	0	6	4	0	0	0	0	0	7	0	1
07:15 AM	0	1	9	0	0	0	4	8	0	0	0	0	0	6	0	3
07:30 AM	0	4	4	0	0	0	3	3	0	0	0	0	0	1	0	3
07:45 AM	0	3	6	0	0	0	4	3	0	0	0	0	0	10	0	2
08:00 AM	0	3	5	0	0	0	6	2	0	0	0	0	0	2	0	0
08:15 AM	0	0	8	0	0	0	3	2	0	0	0	0	0	2	0	5
08:30 AM	0	0	8	1	0	0	5	4	0	0	0	0	0	1	0	0
08:45 AM	0	2	4	0	0	0	8	1	0	0	0	0	0	1	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	12	0	0	1	4	3	0	1	0	0	0	3	0	0
04:15 PM	0	1	7	0	0	2	4	3	0	0	0	0	0	7	0	4
04:30 PM	0	4	8	0	0	0	5	5	0	0	0	1	0	1	0	1
04:45 PM	0	4	5	0	0	1	4	3	0	2	0	2	0	4	0	1
05:00 PM	0	1	3	0	0	0	1	5	0	0	0	0	0	3	0	0
05:15 PM	0	3	1	1	0	0	5	1	0	0	0	1	0	2	0	0
05:30 PM	0	1	1	0	0	0	4	2	0	1	0	1	0	5	0	2
05:45 PM	0	5	5	0	0	0	6	2	0	0	0	0	0	2	1	1
06:00 PM	0	3	3	0	0	0	6	6	0	0	0	0	0	7	0	2
06:15 PM	0	1	3	0	0	0	4	3	0	0	0	0	0	2	0	2
06:30 PM	0	0	3	0	0	0	0	3	0	0	0	0	0	2	0	1
06:45 PM	0	1	4	0	0	0	5	5	0	0	0	0	0	4	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Car

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	58	46	0	121	45	220	56	0	321	121	111	15	0	247	13	430	59	0	502	1191
07:15 AM	27	88	72	0	187	51	201	52	1	305	148	142	33	1	324	11	452	60	1	524	1340
07:30 AM	52	94	94	0	240	64	247	64	0	375	161	179	39	0	379	11	458	73	0	542	1536
07:45 AM	45	144	106	0	295	80	283	85	2	450	145	183	47	0	375	12	390	66	0	468	1588
Total	141	384	318	0	843	240	951	257	3	1451	575	615	134	1	1325	47	1730	258	1	2036	5655
08:00 AM	55	150	106	0	311	84	226	59	1	370	152	184	15	0	351	6	439	58	0	503	1535
08:15 AM	69	147	103	0	319	61	241	65	0	367	120	191	22	0	333	10	455	64	1	530	1549
08:30 AM	58	136	108	0	302	73	227	41	2	343	121	160	31	1	313	11	409	58	0	478	1436
08:45 AM	59	124	109	0	292	67	253	46	1	367	116	193	24	1	334	8	433	46	1	488	1481
Total	241	557	426	0	1224	285	947	211	4	1447	509	728	92	2	1331	35	1736	226	2	1999	6001
Grand Total	382	941	744	0	2067	525	1898	468	7	2898	1084	1343	226	3	2656	82	3466	484	3	4035	11656
Apprch %	18.5	45.5	36	0		18.1	65.5	16.1	0.2		40.8	50.6	8.5	0.1		2	85.9	12	0.1		
Total %	3.3	8.1	6.4	0	17.7	4.5	16.3	4	0.1	24.9	9.3	11.5	1.9	0	22.8	0.7	29.7	4.2	0	34.6	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	52	94	94	240	64	247	64	375	**161**	179	39	**379**	11	**458**	**73**	**542**	1536
07:45 AM	45	144	**106**	295	80	**283**	**85**	**448**	145	183	**47**	375	**12**	390	66	468	**1586**
08:00 AM	55	**150**	106	311	**84**	226	59	369	152	184	15	351	6	439	58	503	1534
08:15 AM	**69**	147	103	**319**	61	241	65	367	120	**191**	22	333	10	455	64	529	1548
Total Volume	221	535	409	1165	289	997	273	1559	578	737	123	1438	39	1742	261	2042	6204
% App. Total	19	45.9	35.1		18.5	64	17.5		40.2	51.3	8.6		1.9	85.3	12.8		
PHF	.801	.892	.965	.913	.860	.881	.803	.870	.898	.965	.654	.949	.813	.951	.894	.942	.978

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Groups Printed- Truck

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	2	0	0	3	2	6	3	0	11	2	0	0	0	2	0	14	0	0	14	30
07:15 AM	4	2	1	0	7	2	9	1	0	12	1	6	0	0	7	0	15	3	0	18	44
07:30 AM	6	1	1	0	8	3	17	4	0	24	3	2	2	0	7	0	12	0	0	12	51
07:45 AM	5	2	0	0	7	0	8	0	0	8	4	3	0	0	7	2	22	0	0	24	46
Total	16	7	2	0	25	7	40	8	0	55	10	11	2	0	23	2	63	3	0	68	171
08:00 AM	0	3	2	0	5	3	17	1	0	21	2	6	2	0	10	0	17	3	0	20	56
08:15 AM	4	3	1	0	8	1	9	4	0	14	0	5	1	0	6	0	16	3	0	19	47
08:30 AM	2	3	1	0	6	2	8	2	0	12	5	5	3	0	13	0	21	2	0	23	54
08:45 AM	4	1	0	0	5	0	15	1	0	16	1	3	0	0	4	1	19	0	0	20	45
Total	10	10	4	0	24	6	49	8	0	63	8	19	6	0	33	1	73	8	0	82	202
Grand Total	26	17	6	0	49	13	89	16	0	118	18	30	8	0	56	3	136	11	0	150	373
Apprch %	53.1	34.7	12.2	0		11	75.4	13.6	0		32.1	53.6	14.3	0		2	90.7	7.3	0		
Total %	7	4.6	1.6	0	13.1	3.5	23.9	4.3	0	31.6	4.8	8	2.1	0	15	0.8	36.5	2.9	0	40.2	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**5**	2	0	7	0	8	0	8	4	3	0	7	**2**	**22**	0	**24**	46
08:00 AM	0	**3**	**2**	5	**3**	**17**	1	**21**	2	**6**	2	10	0	17	**3**	20	**56**
08:15 AM	4	3	1	**8**	1	9	**4**	14	0	5	1	6	0	16	3	19	47
08:30 AM	2	3	1	6	2	8	2	12	**5**	5	**3**	**13**	0	21	2	23	54
Total Volume	11	11	4	26	6	42	7	55	11	19	6	36	2	76	8	86	203
% App. Total	42.3	42.3	15.4		10.9	76.4	12.7		30.6	52.8	16.7		2.3	88.4	9.3		
PHF	.550	.917	.500	.813	.500	.618	.438	.655	.550	.792	.500	.692	.250	.864	.667	.896	.906

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Groups Printed- Combined

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	60	46	0	124	47	226	59	0	332	123	111	15	0	249	13	444	59	0	516	1221
07:15 AM	31	90	73	0	194	53	210	53	1	317	149	148	33	1	331	11	467	63	1	542	1384
07:30 AM	58	95	95	0	248	67	264	68	0	399	164	181	41	0	386	11	470	73	0	554	1587
07:45 AM	50	146	106	0	302	80	291	85	2	458	149	186	47	0	382	14	412	66	0	492	1634
Total	157	391	320	0	868	247	991	265	3	1506	585	626	136	1	1348	49	1793	261	1	2104	5826
08:00 AM	55	153	108	0	316	87	243	60	1	391	154	190	17	0	361	6	456	61	0	523	1591
08:15 AM	73	150	104	0	327	62	250	69	0	381	120	196	23	0	339	10	471	67	1	549	1596
08:30 AM	60	139	109	0	308	75	235	43	2	355	126	165	34	1	326	11	430	60	0	501	1490
08:45 AM	63	125	109	0	297	67	268	47	1	383	117	196	24	1	338	9	452	46	1	508	1526
Total	251	567	430	0	1248	291	996	219	4	1510	517	747	98	2	1364	36	1809	234	2	2081	6203
Grand Total	408	958	750	0	2116	538	1987	484	7	3016	1102	1373	234	3	2712	85	3602	495	3	4185	12029
Apprch %	19.3	45.3	35.4	0		17.8	65.9	16	0.2		40.6	50.6	8.6	0.1		2	86.1	11.8	0.1		
Total %	3.4	8	6.2	0	17.6	4.5	16.5	4	0.1	25.1	9.2	11.4	1.9	0	22.5	0.7	29.9	4.1	0	34.8	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	58	95	95	248	67	264	68	399	**164**	181	41	**386**	11	470	**73**	**554**	1587
07:45 AM	50	146	106	302	80	**291**	**85**	**456**	149	186	**47**	382	**14**	412	66	492	**1632**
08:00 AM	55	**153**	**108**	316	**87**	243	60	390	154	190	17	361	6	456	61	523	1590
08:15 AM	**73**	150	104	**327**	62	250	69	381	120	**196**	23	339	10	**471**	67	548	1595
Total Volume	236	544	413	1193	296	1048	282	1626	587	753	128	1468	41	1809	267	2117	6404
% App. Total	19.8	45.6	34.6		18.2	64.5	17.3		40	51.3	8.7		1.9	85.5	12.6		
PHF	.808	.889	.956	.912	.851	.900	.829	.891	.895	.960	.681	.951	.732	.960	.914	.955	.981

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-S Military Trail and SW 10th St PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	62	166	57	0	285	73	365	72	0	510	60	125	27	2	214	22	256	46	1	325	1334
04:15 PM	76	158	49	0	283	69	344	83	0	496	91	107	39	0	237	33	269	65	0	367	1383
04:30 PM	77	179	70	0	326	89	361	80	0	530	92	114	35	0	241	31	343	53	1	428	1525
04:45 PM	90	184	50	2	326	98	377	81	1	557	75	121	38	0	234	28	280	60	1	369	1486
Total	305	687	226	2	1220	329	1447	316	1	2093	318	467	139	2	926	114	1148	224	3	1489	5728
05:00 PM	116	184	60	0	360	117	393	92	0	602	91	137	35	0	263	34	302	71	0	407	1632
05:15 PM	91	174	56	0	321	115	414	75	1	605	65	134	39	1	239	40	325	71	0	436	1601
05:30 PM	106	197	47	0	350	125	394	99	3	621	77	150	35	0	262	39	292	70	0	401	1634
05:45 PM	94	187	43	0	324	98	397	79	0	574	61	108	42	0	211	24	349	55	0	428	1537
Total	407	742	206	0	1355	455	1598	345	4	2402	294	529	151	1	975	137	1268	267	0	1672	6404
Grand Total	712	1429	432	2	2575	784	3045	661	5	4495	612	996	290	3	1901	251	2416	491	3	3161	12132
Apprch %	27.7	55.5	16.8	0.1		17.4	67.7	14.7	0.1		32.2	52.4	15.3	0.2		7.9	76.4	15.5	0.1		
Total %	5.9	11.8	3.6	0	21.2	6.5	25.1	5.4	0	37.1	5	8.2	2.4	0	15.7	2.1	19.9	4	0	26.1	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**116**	184	**60**	**360**	117	393	92	602	**91**	137	35	**263**	34	302	**71**	407	**1632**
05:15 PM	91	174	56	321	115	**414**	75	604	65	134	39	238	**40**	325	71	**436**	1599
05:30 PM	106	**197**	47	350	**125**	394	**99**	**618**	77	**150**	35	262	39	292	70	401	1631
05:45 PM	94	187	43	324	98	397	79	574	61	108	**42**	211	24	**349**	55	428	1537
Total Volume	407	742	206	1355	455	1598	345	2398	294	529	151	974	137	1268	267	1672	6399
% App. Total	30	54.8	15.2		19	66.6	14.4		30.2	54.3	15.5		8.2	75.8	16		
PHF	.877	.942	.858	.941	.910	.965	.871	.970	.808	.882	.899	.926	.856	.908	.940	.959	.980

Peggy Malone & Associates, Inc.
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File Name : 16-S Military Trail and SW 10th St PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Truck

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	6	3	0	12	4	12	2	0	18	1	0	1	0	2	0	17	1	0	18	50
04:15 PM	4	3	2	0	9	3	18	0	0	21	2	5	0	0	7	0	12	1	0	13	50
04:30 PM	3	4	2	0	9	2	12	1	0	15	1	1	1	0	3	0	16	2	0	18	45
04:45 PM	5	1	1	0	7	0	18	2	0	20	0	0	1	0	1	0	3	2	0	5	33
Total	15	14	8	0	37	9	60	5	0	74	4	6	3	0	13	0	48	6	0	54	178
05:00 PM	3	1	1	0	5	3	11	2	0	16	3	0	1	0	4	2	13	4	0	19	44
05:15 PM	7	5	0	0	12	1	5	0	0	6	0	1	1	0	2	1	9	5	0	15	35
05:30 PM	3	3	0	0	6	1	10	2	0	13	0	3	0	0	3	2	14	0	0	16	38
05:45 PM	0	4	0	0	4	0	11	1	0	12	2	4	0	0	6	0	9	4	0	13	35
Total	13	13	1	0	27	5	37	5	0	47	5	8	2	0	15	5	45	13	0	63	152
Grand Total	28	27	9	0	64	14	97	10	0	121	9	14	5	0	28	5	93	19	0	117	330
Apprch %	43.8	42.2	14.1	0		11.6	80.2	8.3	0		32.1	50	17.9	0		4.3	79.5	16.2	0		
Total %	8.5	8.2	2.7	0	19.4	4.2	29.4	3	0	36.7	2.7	4.2	1.5	0	8.5	1.5	28.2	5.8	0	35.5	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**6**	**3**	**12**	**4**	12	**2**	18	1	0	**1**	2	0	**17**	1	**18**	**50**
04:15 PM	4	3	2	9	3	**18**	0	**21**	**2**	**5**	0	**7**	0	12	1	13	50
04:30 PM	3	4	2	9	2	12	1	15	1	1	1	3	0	16	**2**	18	45
04:45 PM	**5**	1	1	7	0	18	2	20	0	0	1	1	0	3	2	5	33
Total Volume	15	14	8	37	9	60	5	74	4	6	3	13	0	48	6	54	178
% App. Total	40.5	37.8	21.6		12.2	81.1	6.8		30.8	46.2	23.1		0	88.9	11.1		
PHF	.750	.583	.667	.771	.563	.833	.625	.881	.500	.300	.750	.464	.000	.706	.750	.750	.890

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File Name : 16-S Military Trail and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Combined

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	65	172	60	0	297	77	377	74	0	528	61	125	28	2	216	22	273	47	1	343	1384
04:15 PM	80	161	51	0	292	72	362	83	0	517	93	112	39	0	244	33	281	66	0	380	1433
04:30 PM	80	183	72	0	335	91	373	81	0	545	93	115	36	0	244	31	359	55	1	446	1570
04:45 PM	95	185	51	2	333	98	395	83	1	577	75	121	39	0	235	28	283	62	1	374	1519
Total	320	701	234	2	1257	338	1507	321	1	2167	322	473	142	2	939	114	1196	230	3	1543	5906
05:00 PM	119	185	61	0	365	120	404	94	0	618	94	137	36	0	267	36	315	75	0	426	1676
05:15 PM	98	179	56	0	333	116	419	75	1	611	65	135	40	1	241	41	334	76	0	451	1636
05:30 PM	109	200	47	0	356	126	404	101	3	634	77	153	35	0	265	41	306	70	0	417	1672
05:45 PM	94	191	43	0	328	98	408	80	0	586	63	112	42	0	217	24	358	59	0	441	1572
Total	420	755	207	0	1382	460	1635	350	4	2449	299	537	153	1	990	142	1313	280	0	1735	6556
Grand Total	740	1456	441	2	2639	798	3142	671	5	4616	621	1010	295	3	1929	256	2509	510	3	3278	12462
Apprch %	28	55.2	16.7	0.1		17.3	68.1	14.5	0.1		32.2	52.4	15.3	0.2		7.8	76.5	15.6	0.1		
Total %	5.9	11.7	3.5	0	21.2	6.4	25.2	5.4	0	37	5	8.1	2.4	0	15.5	2.1	20.1	4.1	0	26.3	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**119**	185	**61**	**365**	120	404	94	618	**94**	137	36	**267**	36	315	75	426	**1676**
05:15 PM	98	179	56	333	116	**419**	75	610	65	135	40	240	**41**	334	**76**	**451**	1634
05:30 PM	109	**200**	47	356	**126**	404	**101**	**631**	77	**153**	35	265	41	306	70	417	1669
05:45 PM	94	191	43	328	98	408	80	586	63	112	**42**	217	24	**358**	59	441	1572
Total Volume	420	755	207	1382	460	1635	350	2445	299	537	153	989	142	1313	280	1735	6551
% App. Total	30.4	54.6	15		18.8	66.9	14.3		30.2	54.3	15.5		8.2	75.7	16.1		
PHF	.882	.944	.848	.947	.913	.976	.866	.969	.795	.877	.911	.926	.866	.917	.921	.962	.977

Station #: H2-EB
Site ID: 000000010645
Location: SW 10th St, W of Military Trail
Direction: EAST

File: Trail_EB.prn
City: 16-324 AW Min
County: 26.30425, -80.13148

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	33	374	37	336	54	375	46	364	60	390	66	359	86	289	382	2487	54	355
00:30	36	357	39	381	32	335	40	369	32	410	57	332	70	292	306	2476	43	353
00:45	30	349	25	359	20	386	35	372	20	391	46	367	61	297	237	2521	33	360
01:00	19	364	15	337	21	334	25	334	38	388	45	371	59	304	222	2432	31	347
01:15	18	332	20	369	11	389	24	361	38	403	79	346	53	310	243	2510	34	358
01:30	17	369	67	382	72	369	87	357	77	357	52	316	53	288	425	2438	60	348
01:45	10	370	19	377	17	372	38	350	34	389	29	380	34	301	181	2539	25	362
02:00	13	341	15	365	17	394	16	347	21	347	23	325	36	257	141	2376	20	339
02:15	13	319	15	315	17	312	17	325	24	351	34	337	36	268	156	2227	22	318
02:30	11	328	12	363	14	379	6	330	23	392	24	278	31	264	121	2334	17	333
02:45	12	348	6	366	14	417	22	343	14	408	27	372	29	274	124	2528	17	361
03:00	15	369	18	423	14	344	17	299	12	346	23	324	28	305	127	2410	18	344
03:15	15	310	18	437	25	387	23	350	24	408	31	302	15	261	151	2455	21	350
03:30	13	355	19	471	24	392	17	367	14	369	16	295	19	235	122	2484	17	354
03:45	15	409	20	432	22	404	17	419	14	415	16	351	29	266	133	2696	19	385
04:00	21	352	15	437	22	350	23	330	27	380	13	293	23	248	144	2390	20	341
04:15	22	345	26	409	20	366	24	348	17	402	29	305	19	249	157	2424	22	346
04:30	28	399	24	429	23	375	20	354	40	424	18	299	22	229	175	2509	25	358
04:45	32	447	42	485	47	467	31	449	54	508	33	324	18	241	257	2921	36	417
05:00	50	376	45	433	48	369	31	360	39	464	18	158	25	260	256	2420	36	345
05:15	43	428	43	458	53	464	53	428	46	392	37	0	18	239	293	2409	41	344
05:30	94	417	69	439	71	414	66	428	71	427	37	0	25	274	433	2399	61	342
05:45	82	441	98	417	105	441	89	407	102	461	46	151	41	244	563	2562	80	366
06:00	126	403	137	387	122	414	138	423	144	482	72	346	45	231	784	2686	112	383
06:15	159	387	138	391	164	391	150	366	150	473	82	304	35	265	878	2577	125	368
06:30	246	350	230	365	231	412	228	381	233	442	114	328	71	271	1353	2549	193	364
06:45	317	372	361	419	347	314	318	386	318	419	138	314	57	213	1856	2437	265	348
07:00	412	311	471	324	418	309	426	357	406	438	193	305	80	248	2406	2292	343	327
07:15	536	319	519	313	519	310	514	304	500	366	190	286	88	253	2866	2151	409	307
07:30	574	275	529	303	532	318	524	298	570	422	224	330	74	210	3027	2156	432	308
07:45	513	283	516	265	495	260	519	260	506	342	264	326	93	223	2906	1959	415	279
08:00	519	217	534	219	531	228	473	238	491	306	223	245	120	227	2891	1680	413	240
08:15	514	243	513	206	518	234	512	228	508	298	230	222	114	189	2909	1620	415	231
08:30	532	188	520	199	505	220	511	205	527	222	239	212	129	185	2963	1431	423	204
08:45	502	152	490	182	513	199	496	201	513	225	286	194	157	153	2957	1306	422	186
09:00	501	129	503	159	517	187	517	151	489	214	305	225	196	143	3028	1208	432	172
09:15	445	159	450	169	489	172	479	148	471	209	241	206	179	124	2754	1187	393	169
09:30	440	136	513	178	460	148	486	169	449	164	289	159	220	131	2857	1085	408	155
09:45	460	130	403	139	414	138	397	127	461	174	314	155	270	105	2719	968	388	138
10:00	447	116	404	119	419	133	414	158	412	169	278	169	246	95	2620	959	374	137
10:15	381	113	357	141	349	123	331	148	369	165	301	215	267	105	2355	1010	336	144
10:30	374	106	363	138	354	125	391	151	378	146	296	240	269	103	2425	1009	346	144
10:45	354	92	366	97	369	131	413	218	431	139	352	181	253	99	2538	957	362	136
11:00	343	64	336	82	347	93	339	213	367	107	302	130	277	71	2311	760	330	108
11:15	321	83	366	78	307	82	323	94	319	136	272	144	257	71	2165	688	309	98
11:30	318	58	354	54	334	80	318	94	370	112	359	140	259	65	2312	603	330	86
11:45	350	63	372	70	388	64	352	95	389	123	353	135	302	54	2506	604	358	86
12:00	357	40	384	50	399	53	321	59	352	92	360	99	292	42	2465	435	352	62
TOTALS	23971		25103		24777		24520		26571		19271		15251		159464		22743	
AM Times	7:15		7:15		7:15		8:15		7:30		11:15		11:15		8:15		8:15	
AM Peaks	2142		2098		2077		2036		2075		1344		1110		11857		1692	
AM PHF	0.93		0.98		0.98		0.98		0.91		0.93		0.92		0.98		0.98	
PM Times	17:15		16:45		17:15		17:15		17:45		12:15		12:30		17:45		17:45	
PM Peaks	1689		1815		1733		1686		1858		1429		1203		10374		1481	
PM PHF	0.96		0.94		0.93		0.98		0.96		0.96		0.97		0.97		0.97	

Station #: H2-WB
Site ID: 000000010650
Location: SW 10th St, W of Military Trail
Direction: WEST

File: Trail_WB.prn
City: 16-324 AW Min
County: 26.30442, -80.13084

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	53	319	39	332	55	342	61	328	66	349	105	300	150	232	529	2202	75	314
00:30	42	342	44	300	48	302	56	323	59	356	98	305	125	237	472	2165	67	309
00:45	39	280	35	348	49	373	46	352	55	333	91	316	100	245	415	2247	59	321
01:00	25	322	45	312	40	329	49	338	56	384	90	319	85	316	390	2320	55	331
01:15	30	333	31	325	25	319	34	340	40	406	104	318	72	253	336	2294	48	327
01:30	35	300	44	344	25	361	37	384	37	373	54	290	94	286	326	2338	46	334
01:45	20	350	22	343	25	368	26	331	42	380	37	314	50	295	222	2381	31	340
02:00	22	329	17	354	25	321	25	364	25	345	51	287	58	245	223	2245	31	320
02:15	21	351	23	353	20	382	20	347	35	405	40	321	47	293	206	2452	29	350
02:30	11	359	15	360	18	349	24	302	25	393	52	315	61	263	206	2341	29	334
02:45	15	325	24	396	17	396	26	382	29	377	41	292	40	228	192	2396	27	342
03:00	10	388	9	379	6	367	21	370	18	460	37	353	37	271	138	2588	19	369
03:15	24	362	11	379	15	366	23	394	20	405	39	307	42	256	174	2469	24	352
03:30	22	388	18	397	12	374	17	402	15	441	35	321	32	288	151	2611	21	373
03:45	14	370	20	405	12	381	14	410	8	385	26	311	39	247	133	2509	19	358
04:00	14	397	18	405	18	396	9	425	19	423	35	284	30	250	143	2580	20	368
04:15	9	437	7	402	18	448	15	450	18	476	27	325	31	247	125	2785	17	397
04:30	24	429	28	461	16	451	23	480	30	465	18	299	23	284	162	2869	23	409
04:45	20	466	20	487	31	476	25	475	28	507	28	305	25	254	177	2970	25	424
05:00	32	455	28	460	29	487	34	517	35	478	29	354	22	312	209	3063	29	437
05:15	32	522	47	488	41	521	33	535	31	467	30	334	19	295	233	3162	33	451
05:30	51	525	55	539	59	528	55	519	53	483	22	318	25	318	320	3230	45	461
05:45	67	501	57	520	60	543	59	521	54	522	39	309	29	310	365	3226	52	460
06:00	95	475	84	513	101	535	96	528	92	480	51	281	34	252	553	3064	79	437
06:15	105	471	96	505	109	500	94	499	113	432	61	323	30	298	608	3028	86	432
06:30	166	426	169	456	146	504	161	461	137	454	85	350	38	262	902	2913	128	416
06:45	210	415	225	457	225	419	209	483	201	357	118	283	41	266	1229	2680	175	382
07:00	271	326	277	425	260	419	247	377	258	371	108	299	54	233	1475	2450	210	350
07:15	296	341	282	347	293	333	294	318	287	313	102	263	50	230	1604	2145	229	306
07:30	290	248	300	298	318	284	288	326	306	329	116	257	65	219	1683	1961	240	280
07:45	323	257	344	283	339	315	382	265	339	310	173	253	73	258	1973	1941	281	277
08:00	367	258	338	264	342	255	383	311	350	273	167	226	77	190	2024	1777	289	253
08:15	319	251	319	264	297	274	313	223	292	287	178	222	81	221	1799	1742	257	248
08:30	294	233	332	232	315	254	339	223	314	295	186	240	103	205	1883	1682	269	240
08:45	271	178	266	203	301	251	304	244	315	217	166	193	107	177	1730	1463	247	209
09:00	237	175	285	226	257	268	349	215	290	225	208	228	116	194	1742	1531	248	218
09:15	238	187	229	190	222	220	280	204	264	237	217	191	104	167	1554	1396	222	199
09:30	243	171	316	190	340	206	303	237	310	250	195	201	128	127	1835	1382	262	197
09:45	293	197	266	179	294	172	303	172	301	250	211	209	166	135	1834	1314	262	187
10:00	262	153	263	179	277	184	287	197	243	246	244	206	148	137	1724	1302	246	186
10:15	223	139	308	202	292	160	246	192	248	234	221	199	168	115	1706	1241	243	177
10:30	281	130	259	159	260	141	250	170	252	182	262	220	181	123	1745	1125	249	160
10:45	266	125	275	130	310	143	292	141	233	181	208	218	164	93	1748	1031	249	147
11:00	247	111	231	129	261	127	283	145	285	175	319	197	216	107	1842	991	263	141
11:15	289	96	265	87	274	96	285	96	268	191	244	184	161	90	1786	840	255	120
11:30	240	86	266	92	281	116	272	110	309	146	259	190	233	61	1860	801	265	114
11:45	286	58	260	96	262	67	259	80	322	158	285	153	255	70	1929	682	275	97
12:00	300	53	308	44	331	71	278	89	303	134	255	132	213	56	1988	579	284	82
TOTALS	21454		22459		22865		23124		23770		18682		14753		147107		20973	
AM Times	7:45		7:45		7:30		7:45		7:45		11:00		11:00		7:45		7:45	
AM Peaks	1303		1333		1296		1417		1295		1107		865		7679		1096	
AM PHF	0.89		0.97		0.95		0.92		0.93		0.87		0.85		0.95		0.95	
PM Times	17:15		17:30		17:15		17:15		17:15		17:00		17:00		17:15		17:00	
PM Peaks	2023		2077		2127		2103		1952		1315		1235		12682		1809	
PM PHF	0.96		0.96		0.98		0.98		0.93		0.93		0.97		0.98		0.98	

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

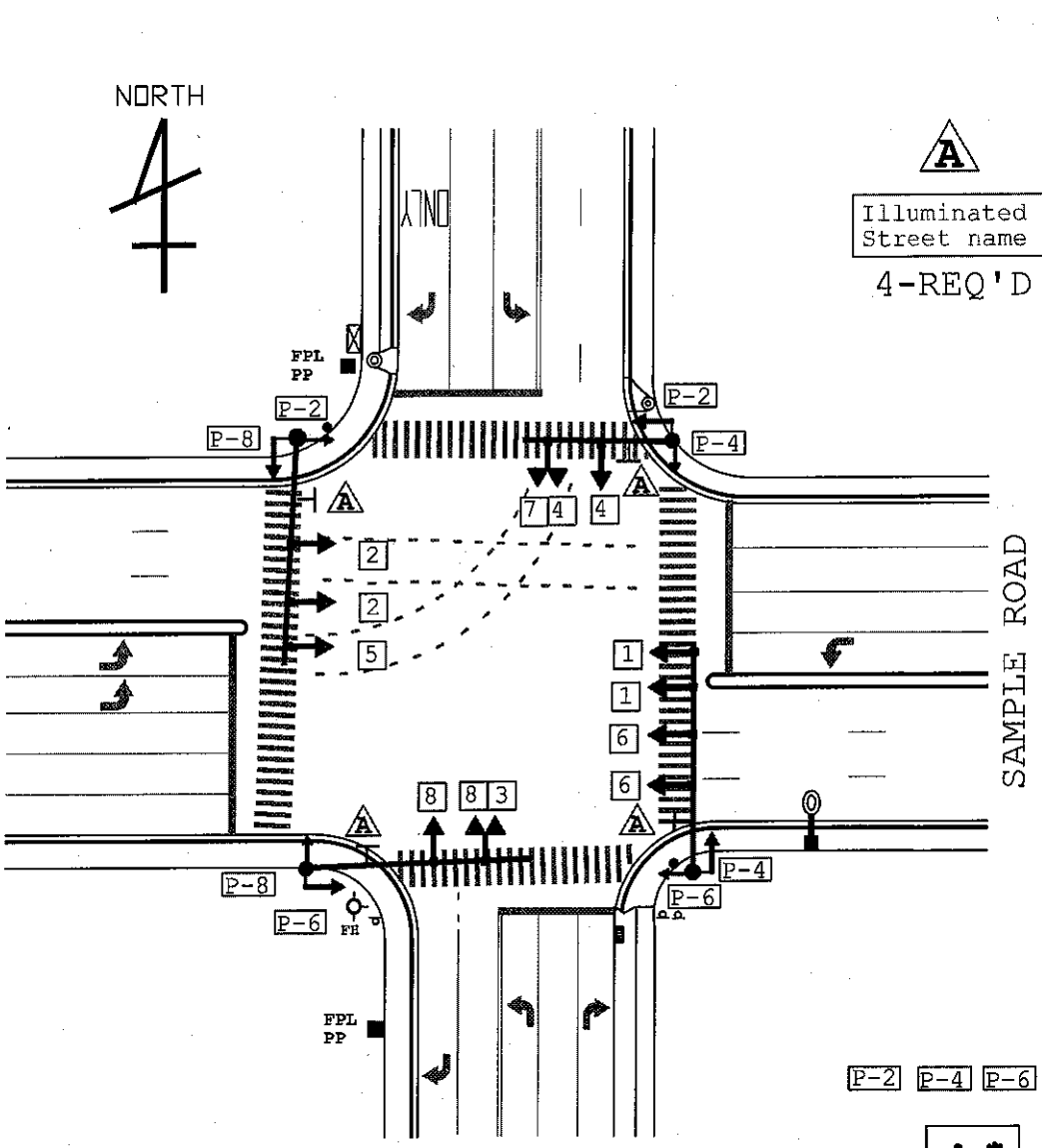
LOCATION **SAMPLE ROAD AND NE 3 AVE**

ORDER NO FDOT ISSUE DATE --- REVISION NO. 6 COMPLETION DATE 7/18/07

DWG. NO. 11-12-03-01 FILE NO. 1019 CITY DEERFIELD BEACH SCALE: 1" = 50'

DWG.- RIO

OLD CAD NO 99-05-02-01



A
Illuminated Street name
4-REQ'D

1 5
3-SECT
3-REQ'D

2 4 6 8
3-SECT
6-REQ'D

3 8
7 4
5-SECT
2-REQ'D

P-2 P-4 P-6 P-8
1-SECT
8-REQ'D

MODIFIED UNDER STATE PROJ. NO. 228073-1-52-01
WITH VIDEO DETECTION, ILLUM SNS's.

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **SAMPLE ROAD AND NW 5 TERRACE**

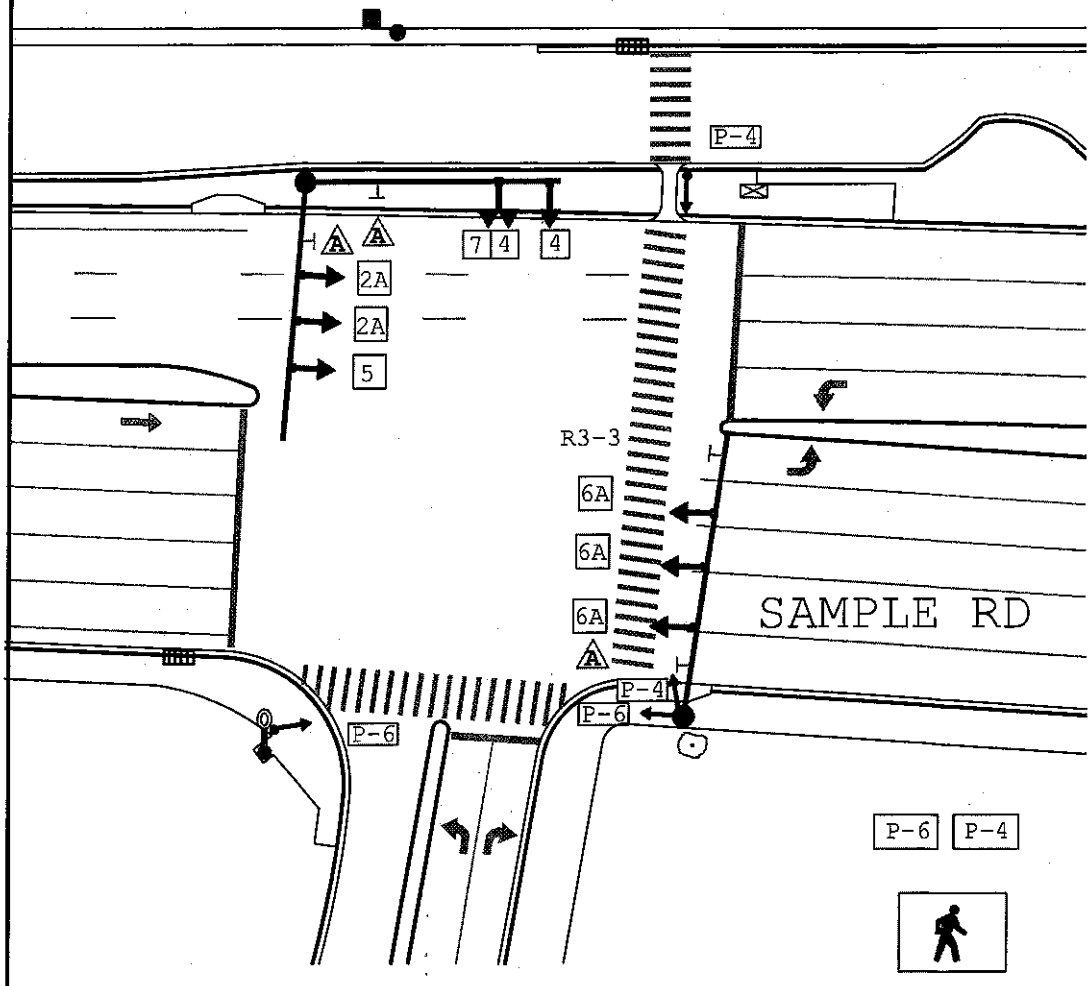
ORDER NO **FDOT** ISSUE DATE ---- REV NO. **7** COMPLETION DATE **7/18/07**

DWG. NO. 11-08-11-01 FILE NO. **1034** CITY **DEERFIELD BEACH** SCALE: 1" = 50'

DWN BY: ___RIO___ SHEET NO. 1 OF 2

NORTH

OLD CAD NUMBER 04-04-03-01



A
Illuminated Street name
3-REQ'D

2A 4 6A
3-SECT
6-REQ'D

7 4
5-SECT
1-REQ'D

P-6 P-4
1-SECT
4-REQ'D

5
3-SECT
1-REQ'D

1. VIDEO DETECTION
2. REBUILT UNDER STATE PROJ. NO. 2280731
3. ALSO CONTROLS NW 5 AVE (SEE SHEET #2)

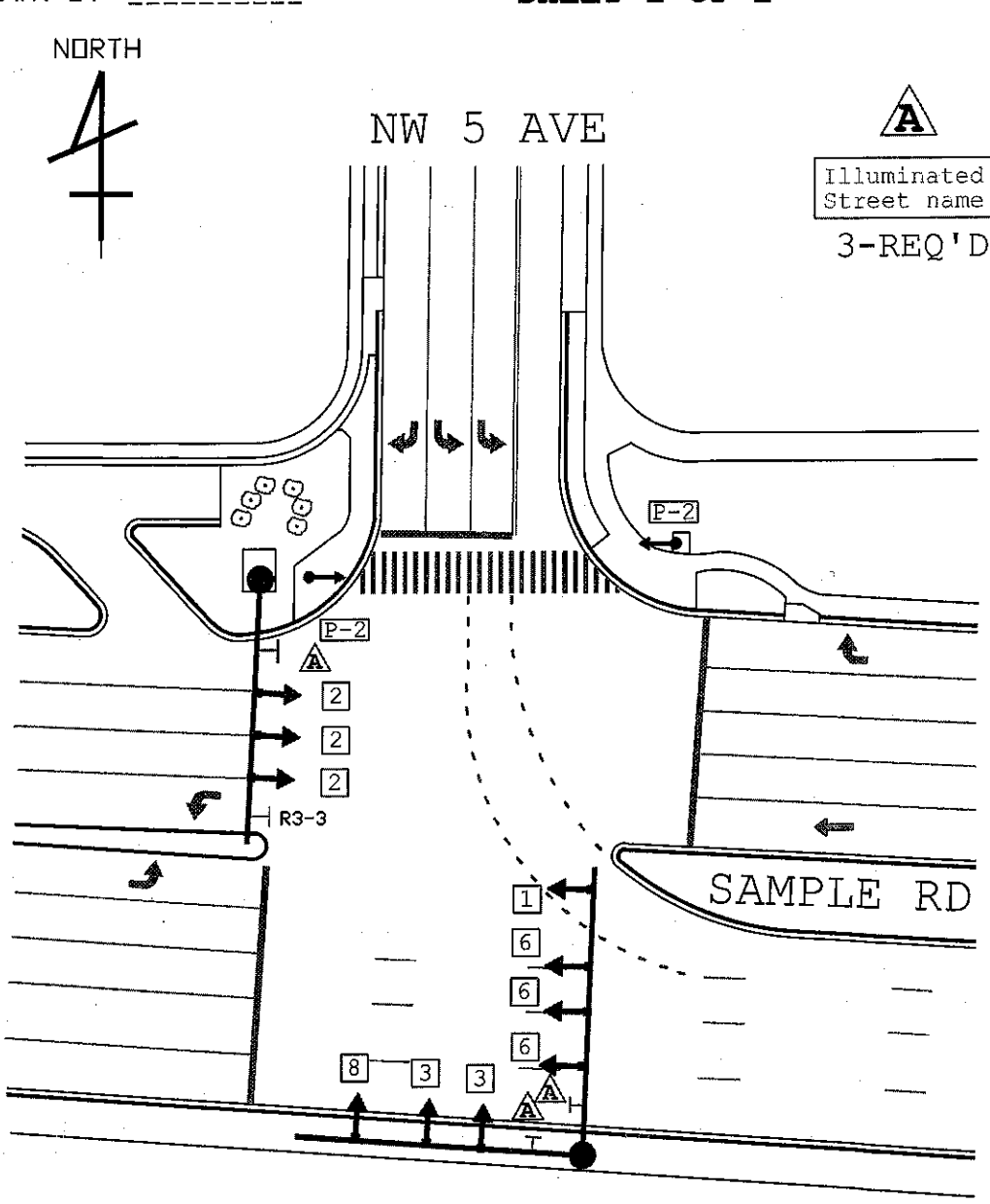
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **SAMPLE ROAD AND NW 5 AVENUE**

ORDER NO **FDOT** ISSUE DATE ---- REV NO. **7** COMPLETION DATE **7/18/07**

DWG. NO. **11-08-11-02** FILE NO. **1034** CITY **DEERFIELD BEACH** SCALE: 1" = 50'

DWN BY: RIO **SHEET 2 OF 2**



A
Illuminated Street name
3-REQ'D

2 6 8
3-SECT
7-REQ'D

1 3
3-SECT
3-REQ'D

P-2
1-SECT
2-REQ'D

1. VIDEO DETECTION
2. NEW INTERSECTION ALIGNMENT UNDER FDOT PROJ NO 2280731
3. OPERATED FROM CONTROL CABINET AT NW 5 TER. (SEE SHEET #1)

TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

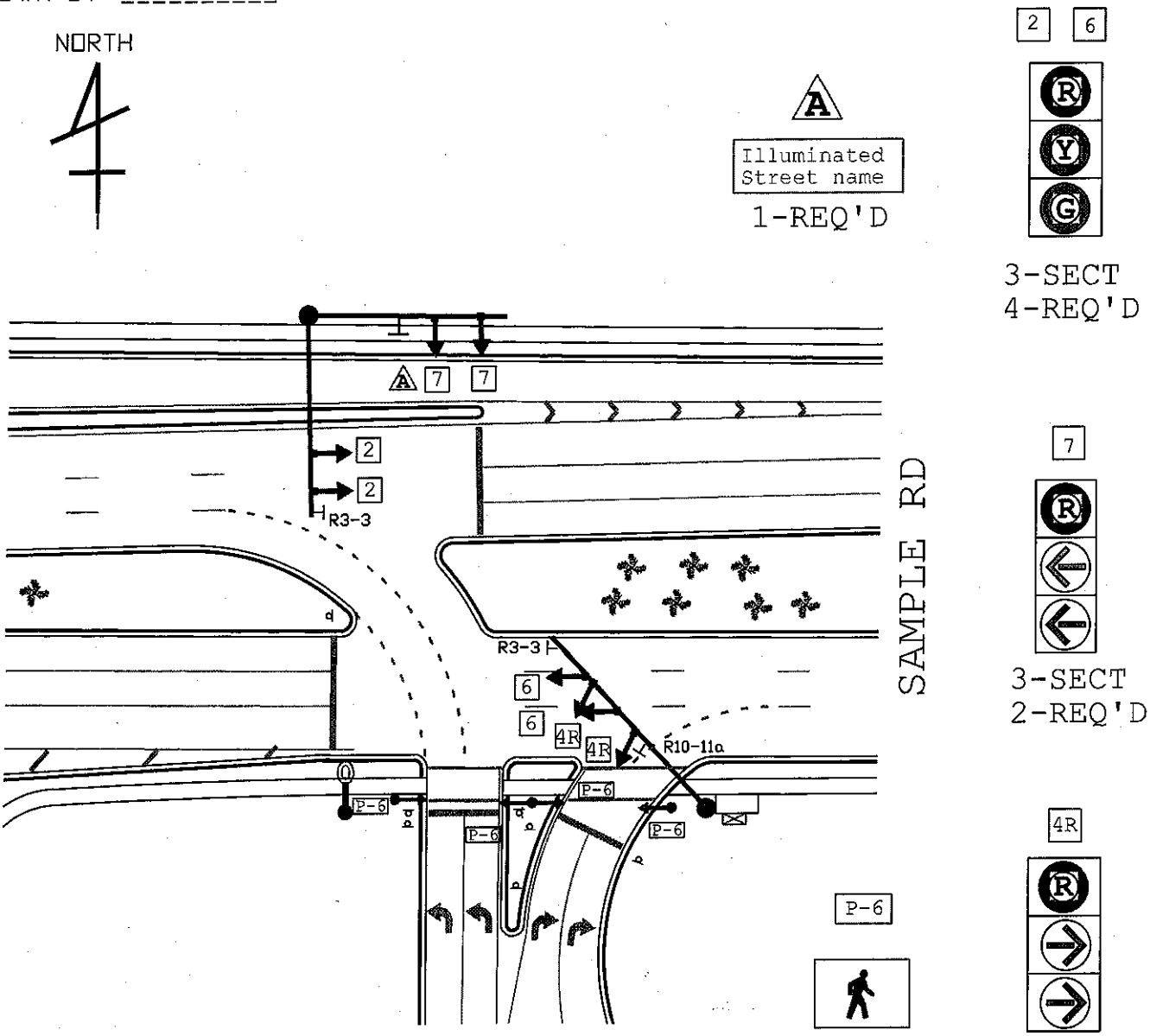
LOCATION SAMPLE ROAD AND I-95 NB EXIT RAMP

ORDER NO FDOT ISSUE DATE ---- REV NO. 1 COMPLETION DATE 7/18/07

DWG. NO. 12-01-03-01 FILE NO. 1046 CITY POMPANO BEACH SCALE: 1" = 50'

DWN BY: RIO

NORTH



1. REBUILT UNDER FDOT CONTRACT 228073-1-52-01
2. VIDEO DETECTION

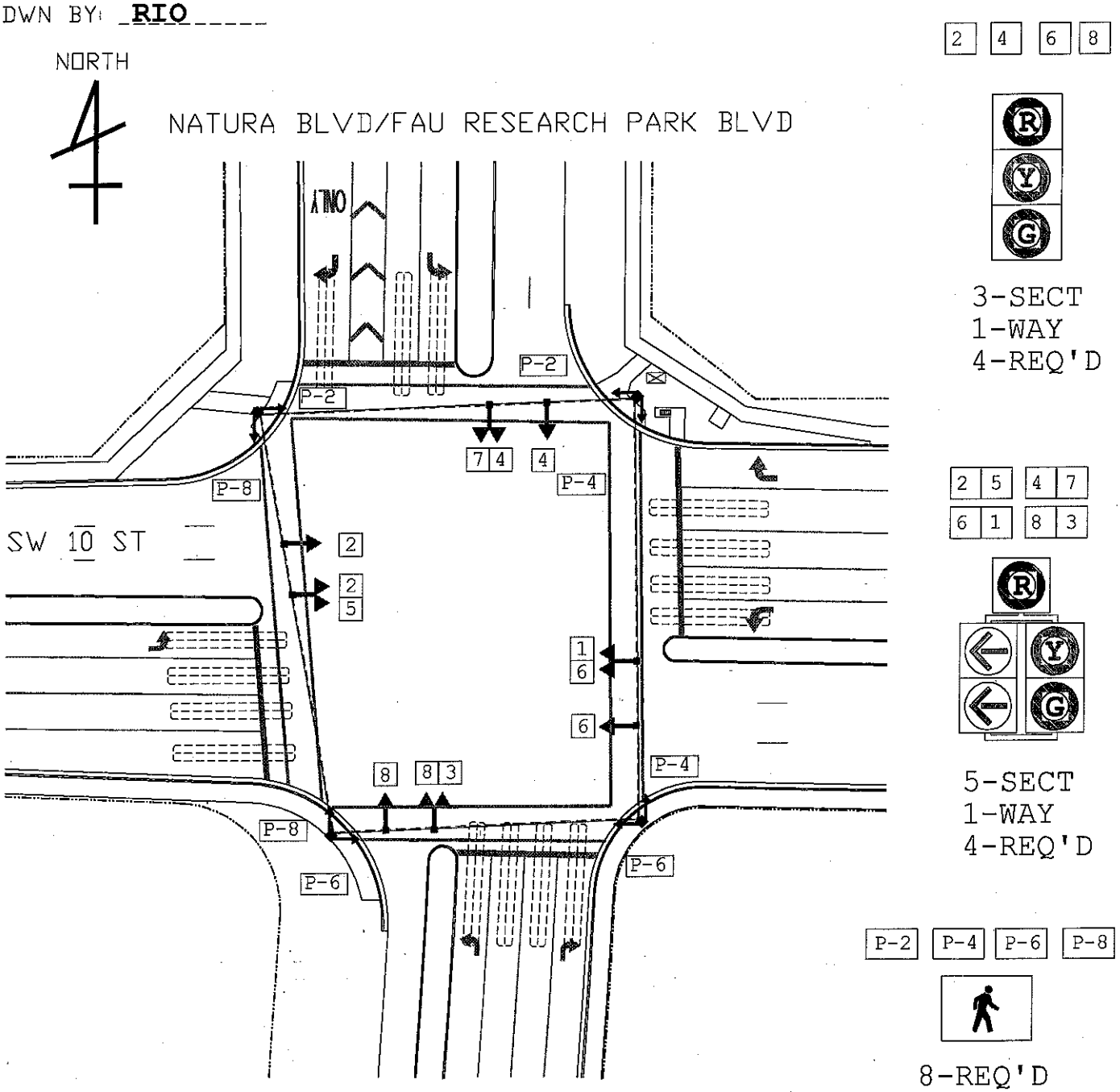
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION **SW 10 ST AND NATURA BLVD**

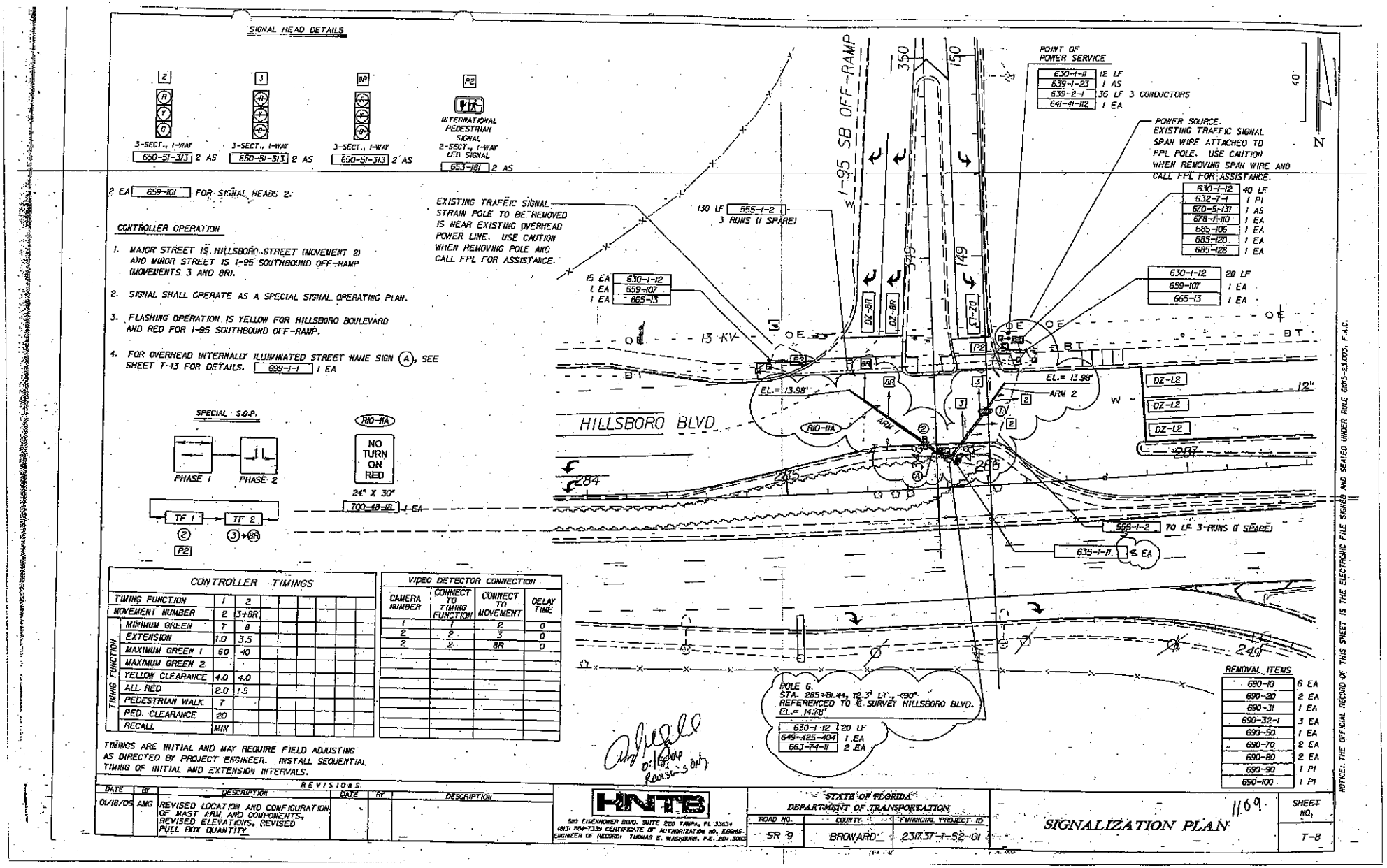
ORDER NO **15** ISSUE DATE **3/5/98** REV NO. **2** COMPLETION DATE **4/2/98**

DWG. NO. **07-02-12-01** FILE NO. **1091** CITY **DEERFIELD BEACH** SCALE: **1" = 50'**

DWN BY: **RIO**



THIS REVISION INSTALLS FIVE SECTION LT SIGNALS NB, SB & WB.



CONTROLLER TIMINGS

TIMING FUNCTION		1	2
MOVEMENT NUMBER		2	3+8R
TIMING FUNCTION	MINIMUM GREEN	7	8
	EXTENSION	1.0	3.5
	MAXIMUM GREEN 1	60	40
	MAXIMUM GREEN 2		
	YELLOW CLEARANCE	4.0	4.0
	ALL RED	2.0	1.5
	PEDESTRIAN WALK	7	
	PED. CLEARANCE	20	
	RECALL	MIN	

VIDEO DETECTOR CONNECTION

CAMERA NUMBER	CONNECT TO TIMING FUNCTION	CONNECT TO MOVEMENT	DELAY TIME
1	1	2	0
2	2	3	0
2	2	8R	0

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER. INSTALL SEQUENTIAL TIMING OF INITIAL AND EXTENSION INTERVALS.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/18/06	AMG	REVISED LOCATION AND CONFIGURATION OF MAST ARM AND COMPONENTS, REVISED ELEVATIONS, REVISED PULL BOX QUANTITY			

HNTB
500 EISENHOWER BLVD. SUITE 220 TAMPA, FL 33634
(813) 884-7339 CERTIFICATE OF AUTHORIZATION NO. EB0585
ENGINEER OF RECORD: THOMAS E. WASHBURN, P.E. NO. 30105

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

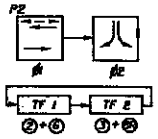
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD	2317371-1-52-01

SIGNALIZATION PLAN

SHEET NO. 1109 T-8

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

SIGNAL OPERATING PLAN (MODIFIED)



POLE SCHEDULE

ID #.	STATION	OFFSET
B1	111+34.84	16.38' LT
B2	112+70.00	135' RT

CONTROLLER TIMINGS

TIMING FUNCTION	EBL	WB	SB	NB	WBL	EB	NBL	SB
MOVEMENT NUMBER	1	2	3	4	5	6	7	8R
MINIMUM GREEN		7.0	6.0			7.0		6.0
EXTENSION		2.0	2.5			2.0		2.5
MAXIMUM GREEN 1		31	24			31		24
MAXIMUM GREEN 2		28	17			28		17
YELLOW CLEARANCE		4.0	4.0			4.0		4.0
ALL RED		1.0	1.0			1.0		1.0
PEDESTRIAN WALK		5.0				5.0		
PED. CLEARANCE		17				17		
RECALL		MIN	OFF			MIN		OFF

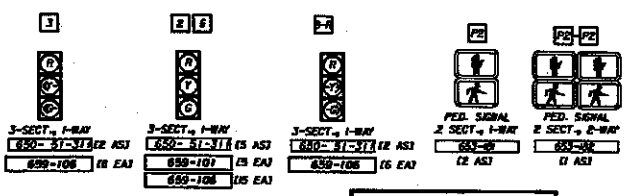
VIDEO DETECTOR ASSIGN.

DETECTOR NO.	MOVEMENT NO.	TIMING FUNCTION NO.
V1	2	1
V2	6	1
V3	3+8R	2

663-74-11 [3 EA]

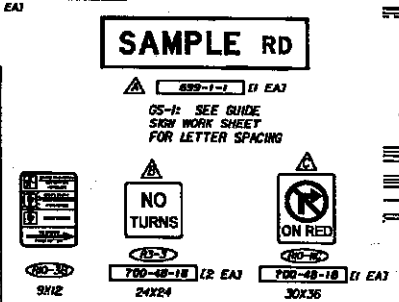
SIGNALIZATION NOTES

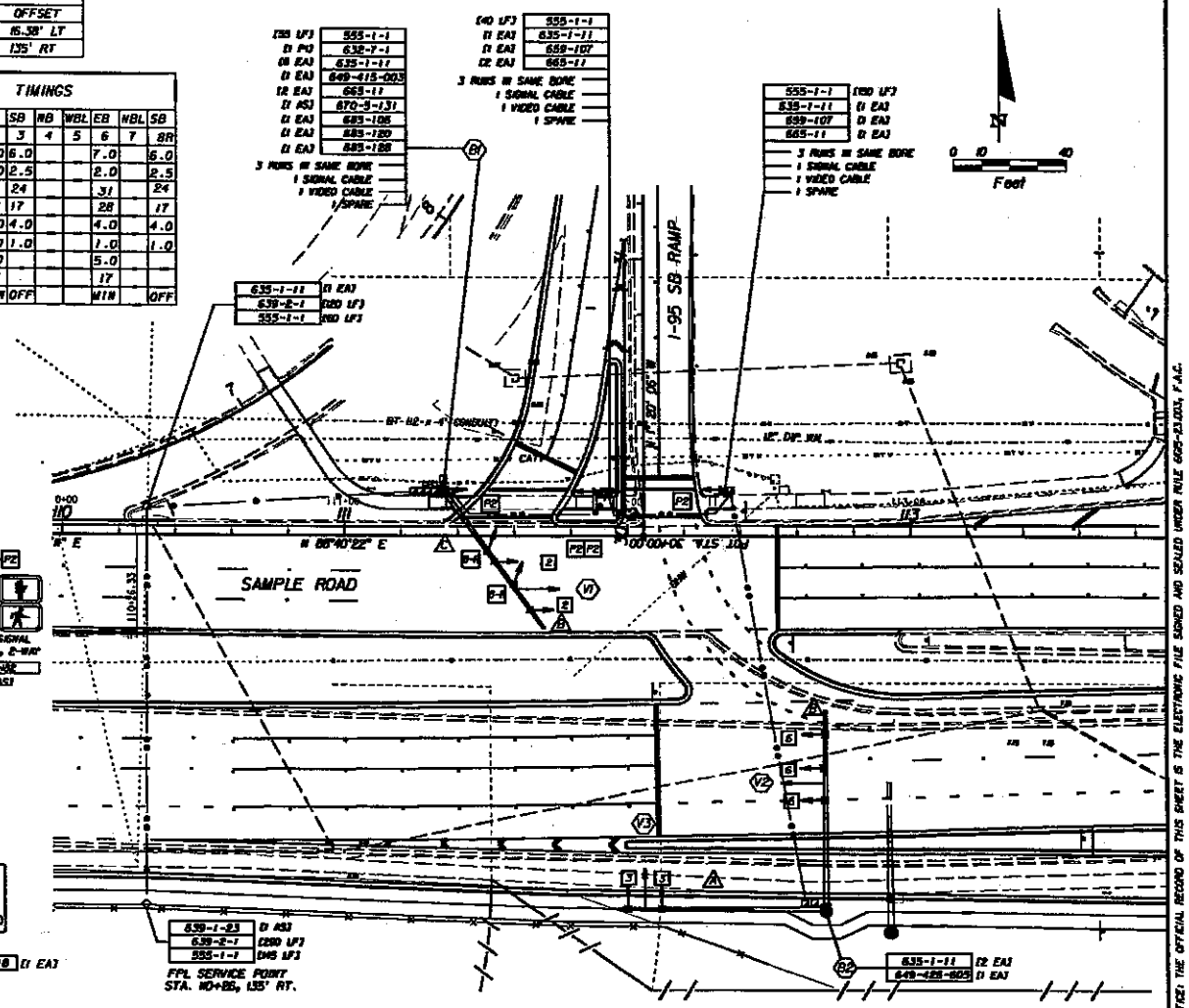
1. CONTROLLER OPERATIONS:
   - MAJOR STREET IS S.R. 834 (SAMPLE RD.).
   - MINOR STREET IS I-95 SB RAMP
   - THE CONTROLLER SHALL BE WIRED FOR SIGNAL OPERATING PLAN AS SHOWN ABOVE WITH THE FOLLOWING:
   - (A) FLASHING OPERATION IS YELLOW ALONG S.R. 834 AND RED ALONG I-95 SB RAMP.
   - (B) SIGNAL TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTMENT AS DIRECTED BY THE ENGINEER.
2. STATIONS AND OFFSETS FOR STEEL MAST ARMS ARE MEASURED FROM THE BASELINE FOR S.R. 834 AS SHOWN.



EXISTING SIGNAL EQUIPMENT TO BE REMOVED

PAY ITEM	UNIT	QTY
690-10	EA	4
690-33-1	LF	40
690-50	EA	1
690-60	EA	5
690-80	EA	1
690-90	PI	1
690-100	PI	1





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G5-23.003, F.A.C.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Miller Consulting, Inc.
3610 Park Central Boulevard North
Pompano Beach, Florida 33064
(954) 979-4799
N. Craig Miller, P.E. 13147
E.B. & C.A. No. 7254

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
834	BROWARD	228073-1-52-01

SIGNALIZATION PLAN

A-242

SHEET NO. T-7

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

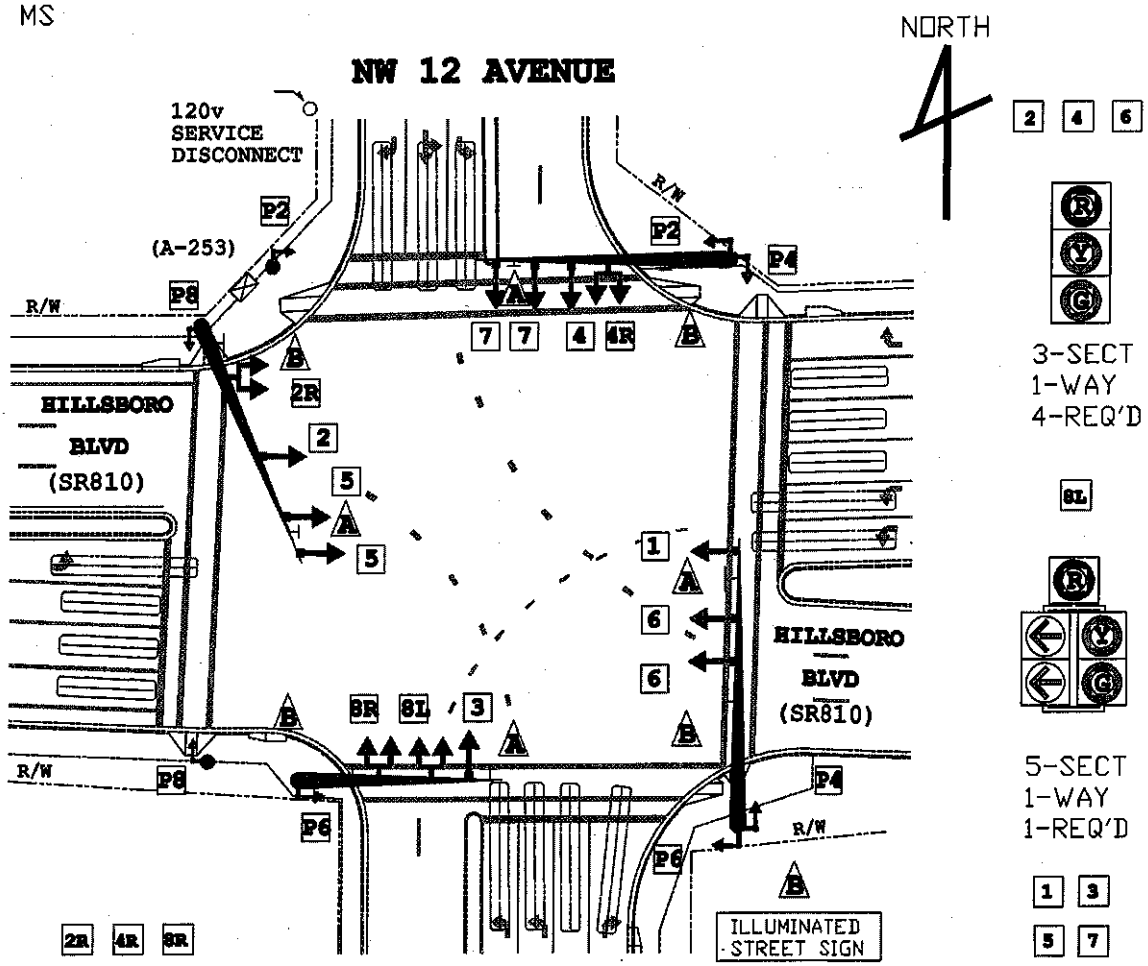
TRAFFIC SIGNAL INSTALLATION ORDER

LOCATION **HILLSBORO BLVD (SR810) & NW/SW 12 AV**

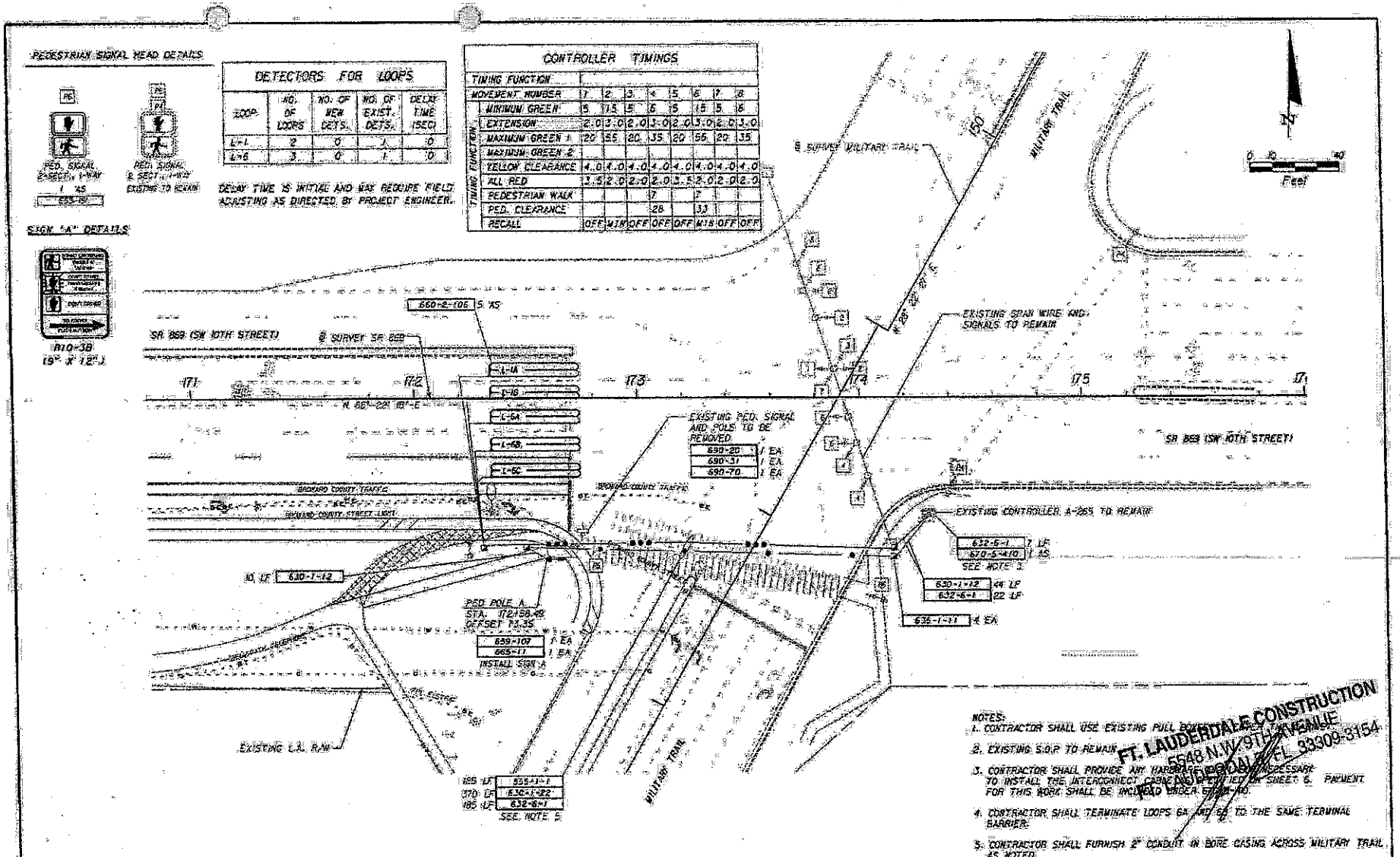
ORDER NO **FDOT** ISSUE DATE **--** REV NO. **3** COMPLETION DATE **12/19/01**

DWG. NO. **01-12-07-01** FILE NO. **A-253** CITY **DEERFIELD BEACH** SCALE: 1" = 50'

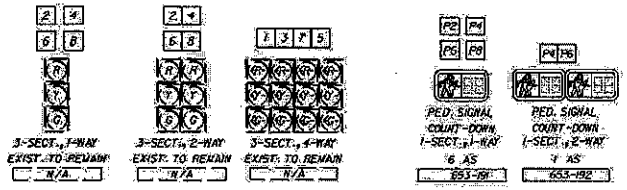
DRAWN: MS



REMARKS Drawn per FDOT Project 86120-3520 Sheet No. T-5 and field observation.


PEDESTRIAN SIGNAL HEAD DETAILS
PED. SIGNAL 2-SECT., 1-WAY
PED. SIGNAL 2 SECT., 1-WAY EXISTING TO REMAIN
SIGN "A" DETAILS
R10-3B (9" X 12")
DETECTORS FOR LOOPS
LOOP | NO. OF LOOPS | NO. OF NEW DETS. | NO. OF EXIST. DETS. | DELAY TIME (SEC)
L-1 | 2 | 0 | 1 | 0
L-6 | 3 | 0 | 1 | 0
DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.
CONTROLLER TIMINGS
TIMING FUNCTION
MOVEMENT NUMBER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8
MINIMUM GREEN | 5 | 15 | 5 | 6 | 5 | 15 | 5 | 6
EXTENSION | 2.0 | 3.0 | 2.0 | 3.0 | 2.0 | 3.0 | 2.0 | 3.0
MAXIMUM GREEN 1 | 20 | 55 | 20 | 35 | 20 | 55 | 20 | 35
MAXIMUM GREEN 2
YELLOW CLEARANCE | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0
ALL RED | 3.5 | 2.0 | 2.0 | 2.0 | 3.5 | 2.0 | 2.0 | 2.0
PEDESTRIAN WALK | | | | 7 | | 7 | | |
PED. CLEARANCE | | | | 28 | | 33 | | |
RECALL | OFF | MIN | OFF | OFF | OFF | MIN | OFF | OFF
SR 869 (SW 10TH STREET)
℄ SURVEY SR 869
660-2-106 5 AS
N 88°-22' 18"-E
EXISTING PED. SIGNAL AND POLE TO BE REMOVED
690-20 1 EA
690-31 1 EA
690-70 1 EA
BROWARD COUNTY TRAFFIC
BROWARD COUNTY STREET LIGHT
EXISTING SPAN WIRE AND SIGNALS TO REMAIN
EXISTING CONTROLLER A-265 TO REMAIN
632-6-1 7 LF
670-5-410 1 AS
SEE NOTE 3
630-1-12 44 LF
632-6-1 22 LF
635-1-11 4 EA
10 LF 630-1-12
PED. POLE A
STA. 172+58.49
OFFSET 73.35
659-107 1 EA
665-11 1 EA
INSTALL SIGN A
EXISTING L.A. R/W
125 LF 635-1-1
370 LF 630-1-22
185 LF 632-6-1
SEE NOTE 5
MILITARY TRAIL
℄ SURVEY MILITARY TRAIL
N 28° 22' 27" E
Feet
NOTES:
1. CONTRACTOR SHALL USE EXISTING PULL BOX
2. EXISTING S.O.P TO REMAIN
3. CONTRACTOR SHALL PROVIDE ANY HARDWARE ... NECESSARY TO INSTALL THE INTERCONNECT CABLE ... SHEET 6. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER ...
4. CONTRACTOR SHALL TERMINATE LOOPS 6A AND 6B TO THE SAME TERMINAL BARRIER.
5. CONTRACTOR SHALL FURNISH 2" CONDUIT IN BORE CASING ACROSS MILITARY TRAIL AS NOTED.
FT. LAUDERDALE CONSTRUCTION
5548 N.W. 9TH AVENUE
FT. LAUDERDALE, FL 33309-3154
REVISIONS
DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION
DRMP
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. 869
COUNTY BROWARD
FINANCIAL PROJECT ID 228259-4-52-01
SIGNALIZATION PLAN SHEET
1265
SHEET NO. 3

SIGNAL HEAD DETAILS



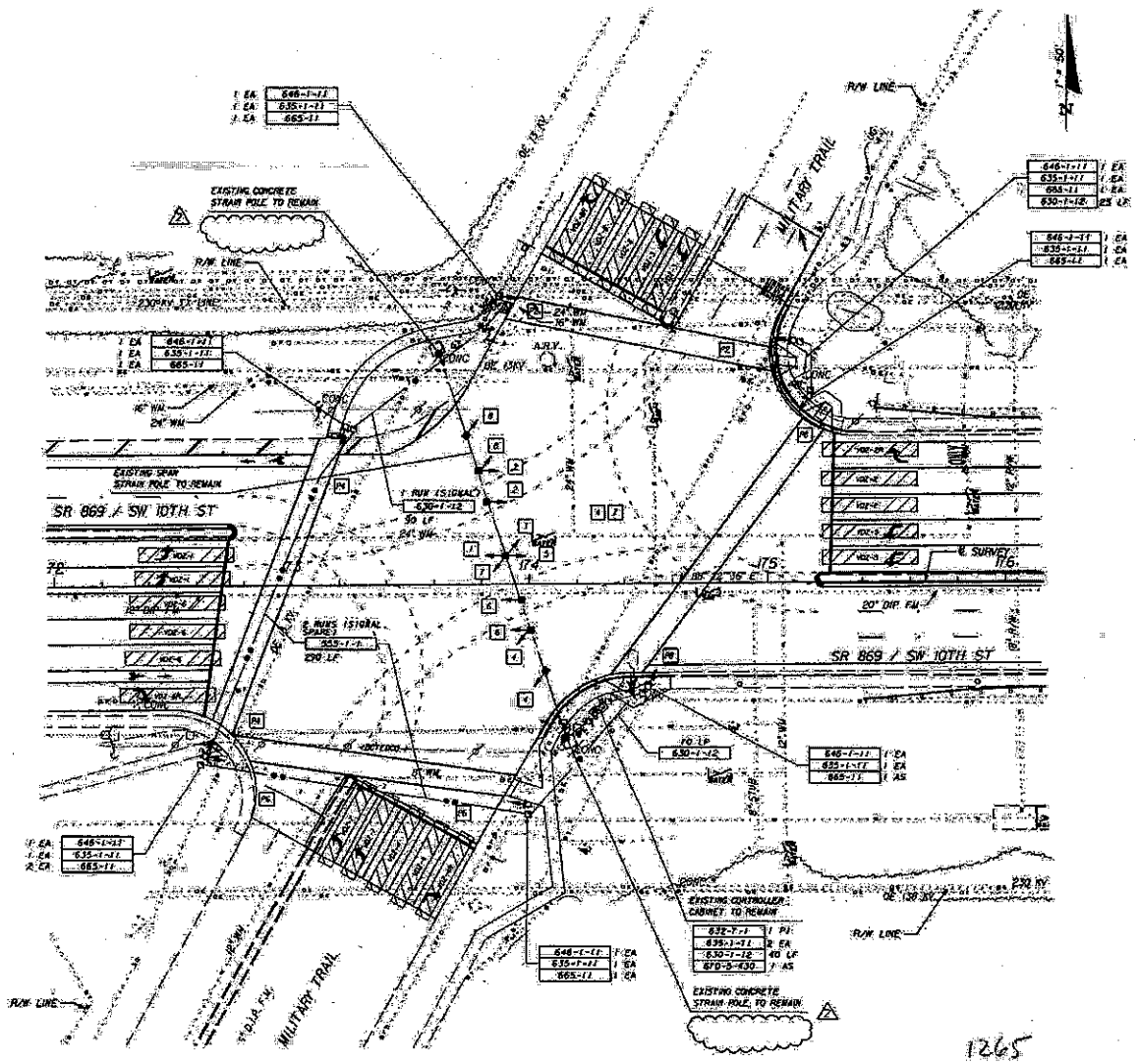
SIGN DETAILS

NOTE: ARROW SHALL BE ORIENTED ACCORDINGLY TOWARDS CROSSWALK.

SIGNAL OPERATION NOTES

1. MAJOR STREET IS SR 869 (SW 10 STREET). MINOR STREET IS SR 809 (MILITARY TRAIL).
2. TYPE OF CONTROLLER IS D-4-4 (DUAL RING 8 PHASE) WITH THE FOLLOWING FEATURES:
   a. EXISTING CONTROLLER & CABINET TO REMAIN.
   b. EXISTING OPERATION & S.O.P. SHALL REMAIN.
   c. EXISTING TIMINGS SHALL REMAIN, WITH PEDESTRIAN TIMINGS FOR NEW MOVEMENT P2 TO BE THE SAME AS P8, AND NEW MOVEMENT P8 TO BE THE SAME AS P4.
3. PED PUSH BUTTONS AND SIGNS SHALL BE MOUNTED AS PER INDEX 17364.

SIGNAL REMOVAL		
PAY ITEM	UNIT	QTY
690-20	EA	5
690-31	EA	4
690-60	EA	12
690-70	EA	4
690-100	PI	1



1265

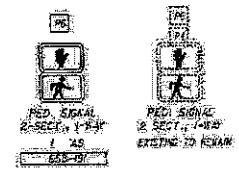
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
11-26-12	Removed video detectors and surface mounted conduit from plan. Removed Video Detector Connection Chart & Note 4.		

Progressive Design & Engineering, Inc.

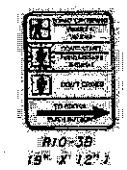
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.
869	BROWARD	424665-1-52-01	T-6

SIGNALIZATION PLAN

PEDESTRIAN SIGNAL HEAD DETAILS



SIGN "A" DETAILS

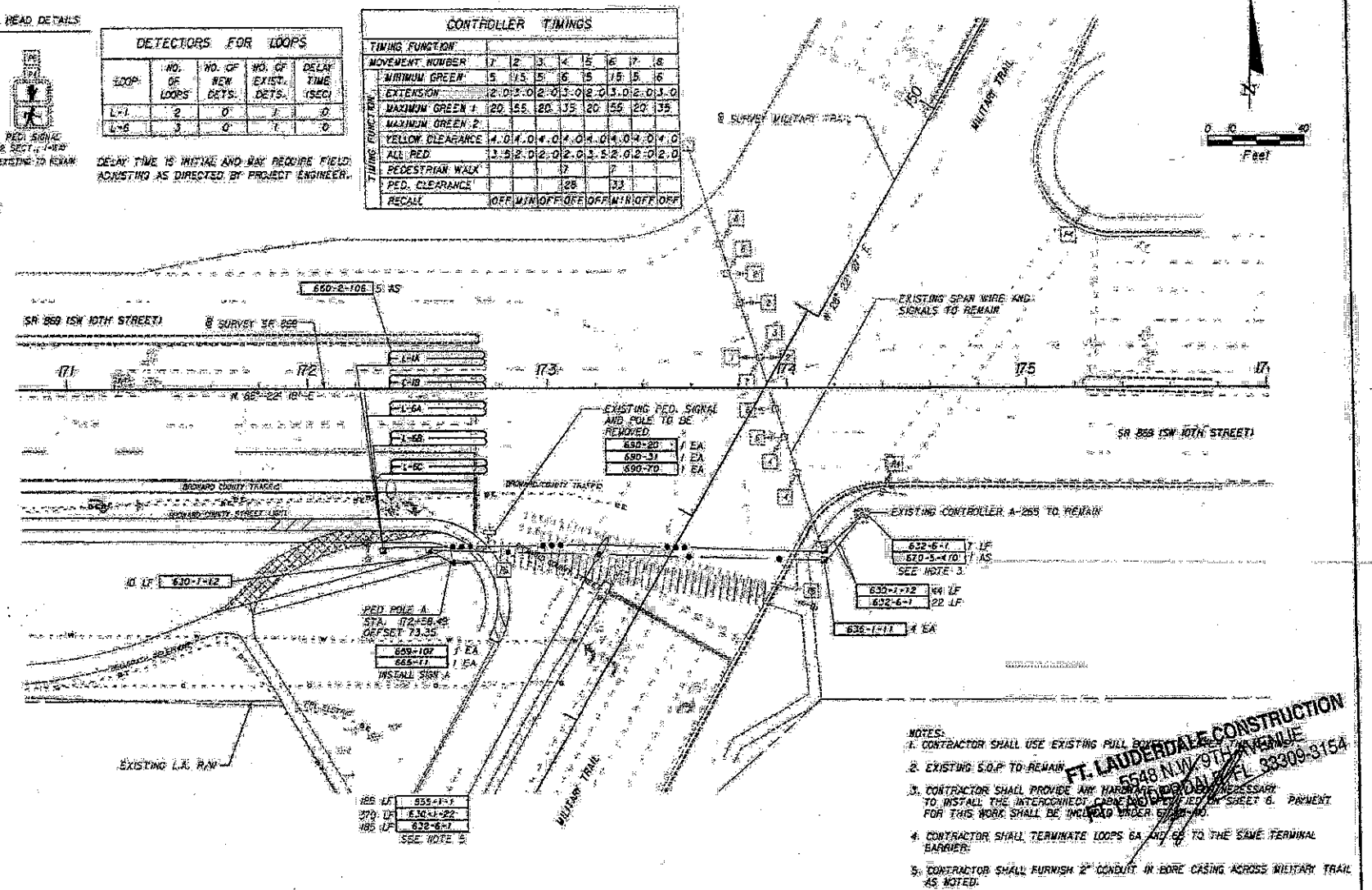


DETECTORS FOR LOOPS				
LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.	DELAY TIME (SEC)
L-1	2	0	1	0
L-6	3	0	1	0

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

CONTROLLER TIMINGS								
TIMING FUNCTION								
MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	5	15	5	6	5	15	5	6
EXTENSION	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
MAXIMUM GREEN 1	20	55	20	35	20	55	20	35
MAXIMUM GREEN 2								
YELLOW CLEARANCE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
ALL PED	3.5	2.0	2.0	2.0	3.5	2.0	2.0	2.0
PEDESTRIAN WALK				7		7		
PED. CLEARANCE				28		33		
RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF

TIMING FUNCTION



NOTES:
1. CONTRACTOR SHALL USE EXISTING PULL BOXES [illegible]
2. EXISTING S.O.P TO REMAIN
3. CONTRACTOR SHALL PROVIDE ANY HARDWARE [illegible] NECESSARY TO INSTALL THE INTERCONNECT CABLE [illegible] ON SHEET 6. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER [illegible]
4. CONTRACTOR SHALL TERMINATE LOOPS 6A AND 6B TO THE SAME TERMINAL BARRIER.
5. CONTRACTOR SHALL FURNISH 2" CONDUIT IN BORE CASING ACROSS MILITARY TRAIL AS NOTED.

FT. LAUDERDALE CONSTRUCTION
5548 N.W. 9TH AVENUE
FT. LAUDERDALE, FL 33309-3154

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRMP

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID.
869	BROWARD	228259-4-52-01

SIGNALIZATION PLAN SHEET

1265

SHEET NO. 3

V:\Cadd Drawings\BCLDG04C.jpg

TRAFFIC ENGINEERING DIVISION

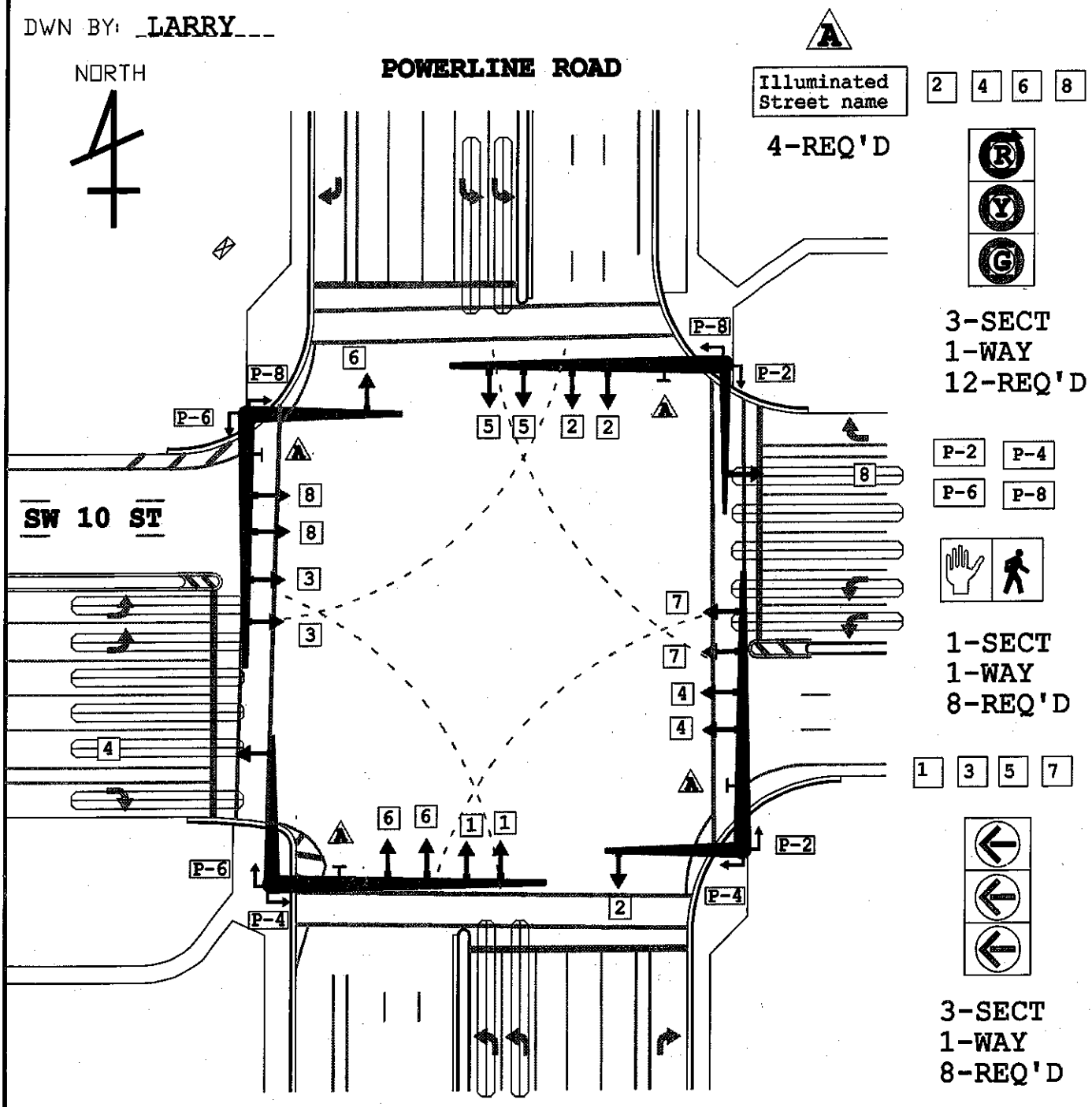
SIGNALIZED INTERSECTION

LOCATION POWERLINE RD & SW 10 ST

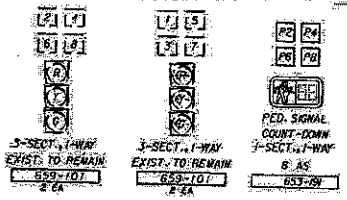
ORDER NO FDOT ISSUE DATE ---- REV NO. 2 COMPLETION DATE 12/10/03

DWG. NO. 03-12-08-01 FILE NO. A-290 CITY DEERFIELD BCH SCALE: 1" = 50'

DWN BY: LARRY



SIGNAL HEAD DETAILS



SIGN DETAILS

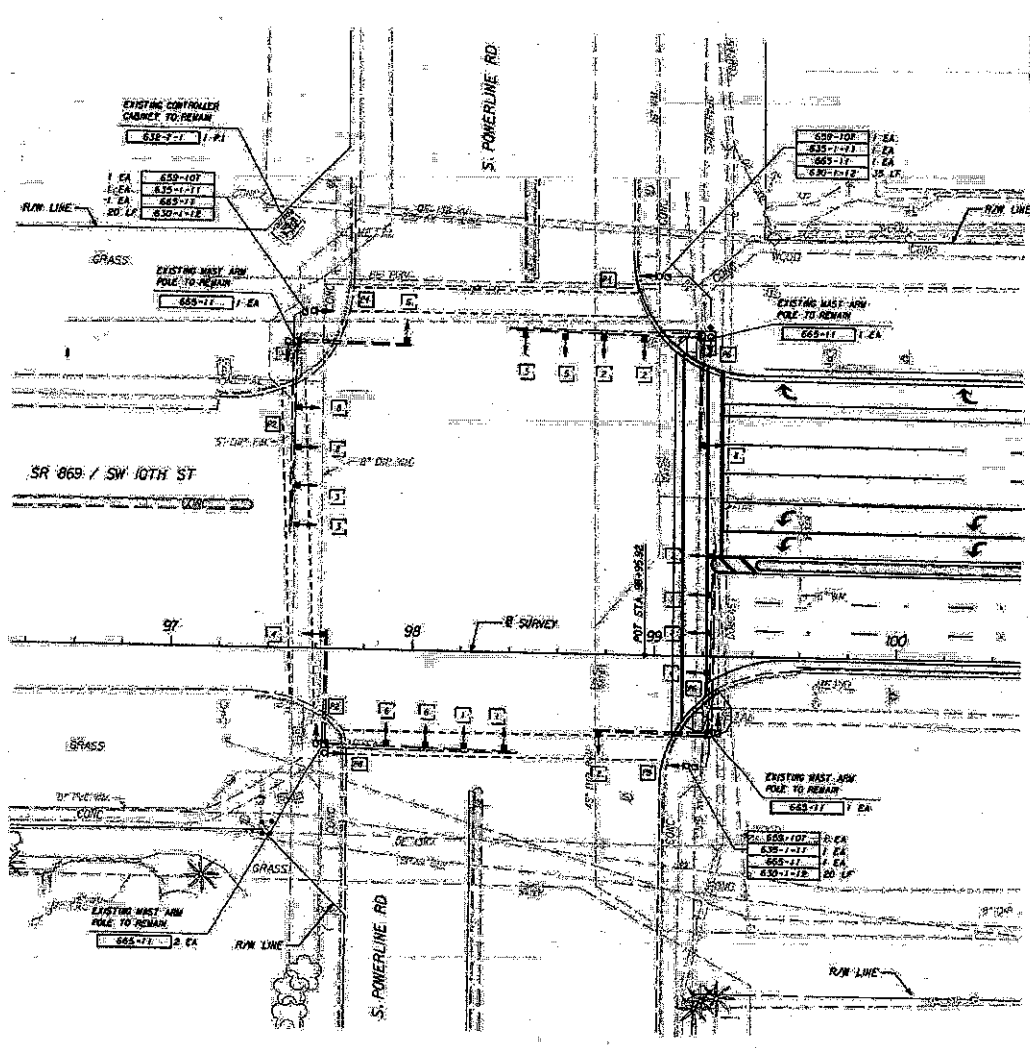
NOTE: ARROW SHALL BE ORIENTED ACCORDINGLY TOWARDS CROSSWALK.

SIGNAL OPERATION NOTES

1. MAJOR STREET IS SR 845 (POWERLINE RD.) MINOR STREET IS SR 869 (SW 10 STREET).
2. TYPE OF CONTROLLER IS D-4-4 (DUAL RING 8 PHASE) WITH THE FOLLOWING FEATURES:
   a. EXISTING CONTROLLER & CABINET TO REMAIN.
   b. EXISTING OPERATION & S.O.P. SHALL REMAIN.
   c. EXISTING TIMINGS SHALL REMAIN.
3. PED PUSH BUTTONS AND SIGNS SHALL BE MOUNTED AS PER INDEX 17364.
4. VIDEO DETECTION EQUIPMENT SHALL REMAIN AS EXISTING.
5. PROVIDE 2 BACKPLATES FOR SIGNAL HEADS 4 (WB MOVEMENT) AND 2 BACKPLATES FOR SIGNAL HEADS 7 (WBL MOVEMENT) ON APM 1 IN NW CORNER. SEE SIGNAL HEAD DETAILS ABOVE.

SIGNAL REMOVAL

PAY ITEM	UNIT	QTY
990-20	EA	8
990-31	EA	3
990-701	EA	8



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Rodolfo Rotger, P.E. No. 37034
Progressive Design & Engineering, Inc.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID.
869	BROWARD	424665-1-52-01

1290

SIGNALIZATION PLAN

SHEET NO. T-4

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

V:\Cadd Drawings\BCLOGO4C.jpg

TRAFFIC ENGINEERING DIVISION

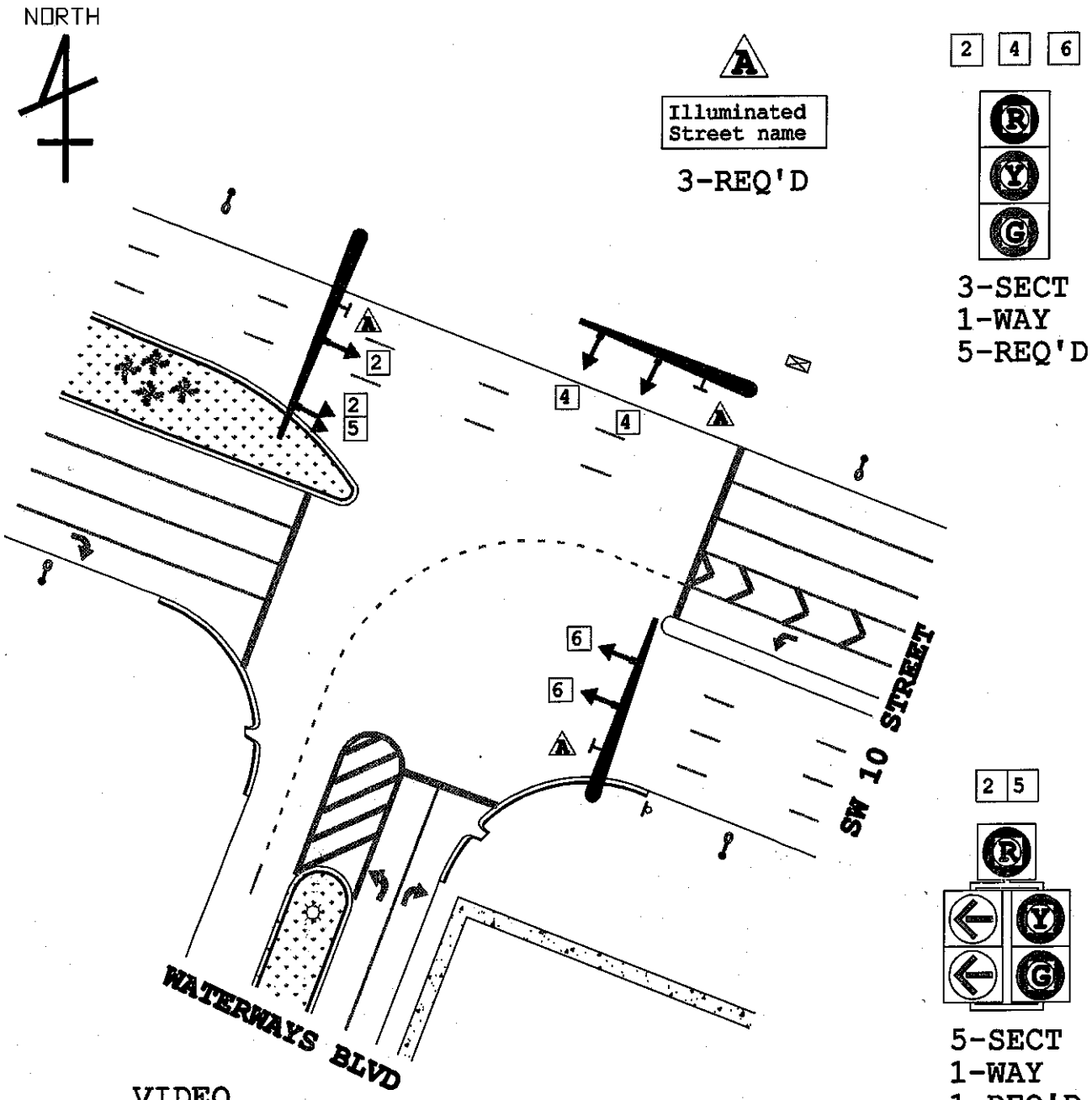
SIGNALIZED INTERSECTION

LOCATION SW 10 STREET AND WATERWAYS BLVD

ORDER NO TPIKE ISSUE DATE ---- REV NO. 2 COMPLETION DATE 9/30/03

DWG. NO. 03-11-01-01 FILE NO. A-447 CITY DEERFIELD BEACH SCALE: 1" = 50'

DWN BY: RIO



REMARKS VIDEO DETECTION

V:\Cadd Drawings\BCLOG04C.jpg

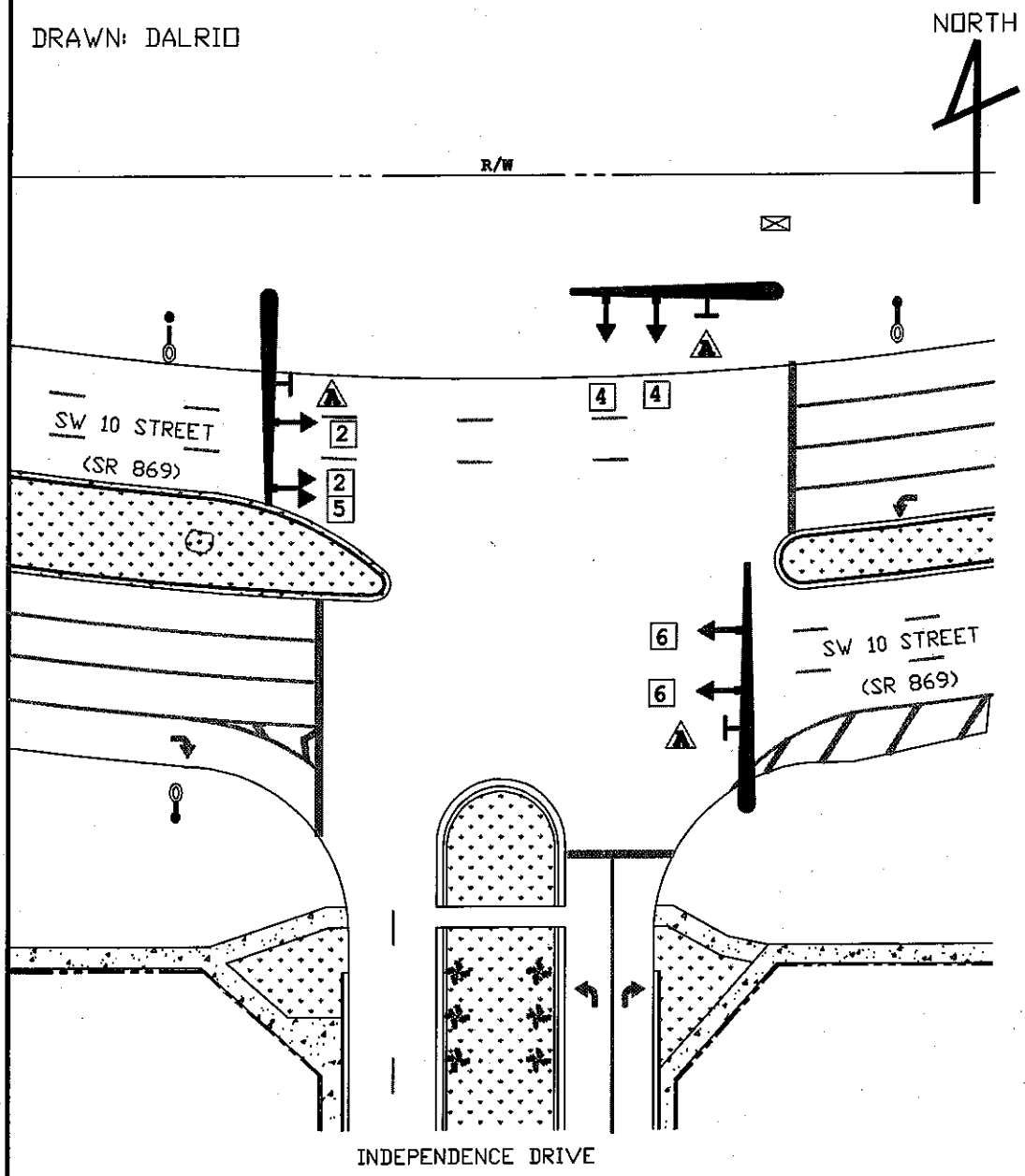
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION SW 10 ST(SR 869) AND INDEPENDENCE DR

ORDER NO **TPIKE** ISSUE DATE --- REV NO. 2 COMPL DATE 9/30/03

DWG. NO. **03-11-06-01** FILE NO. **A-448** CITY **DEERFIELD BEACH** SCALE: 1" = 50'

DRAWN: DALRIO



2 4 6

R Y G

3-SECT
1-WAY
5-REQ'D

5 2

R Y G

5-SECT
1-WAY
1-REQ'D

A

Illuminated Street name

3-REQ'D

REMARKS VIDEO DETECTION

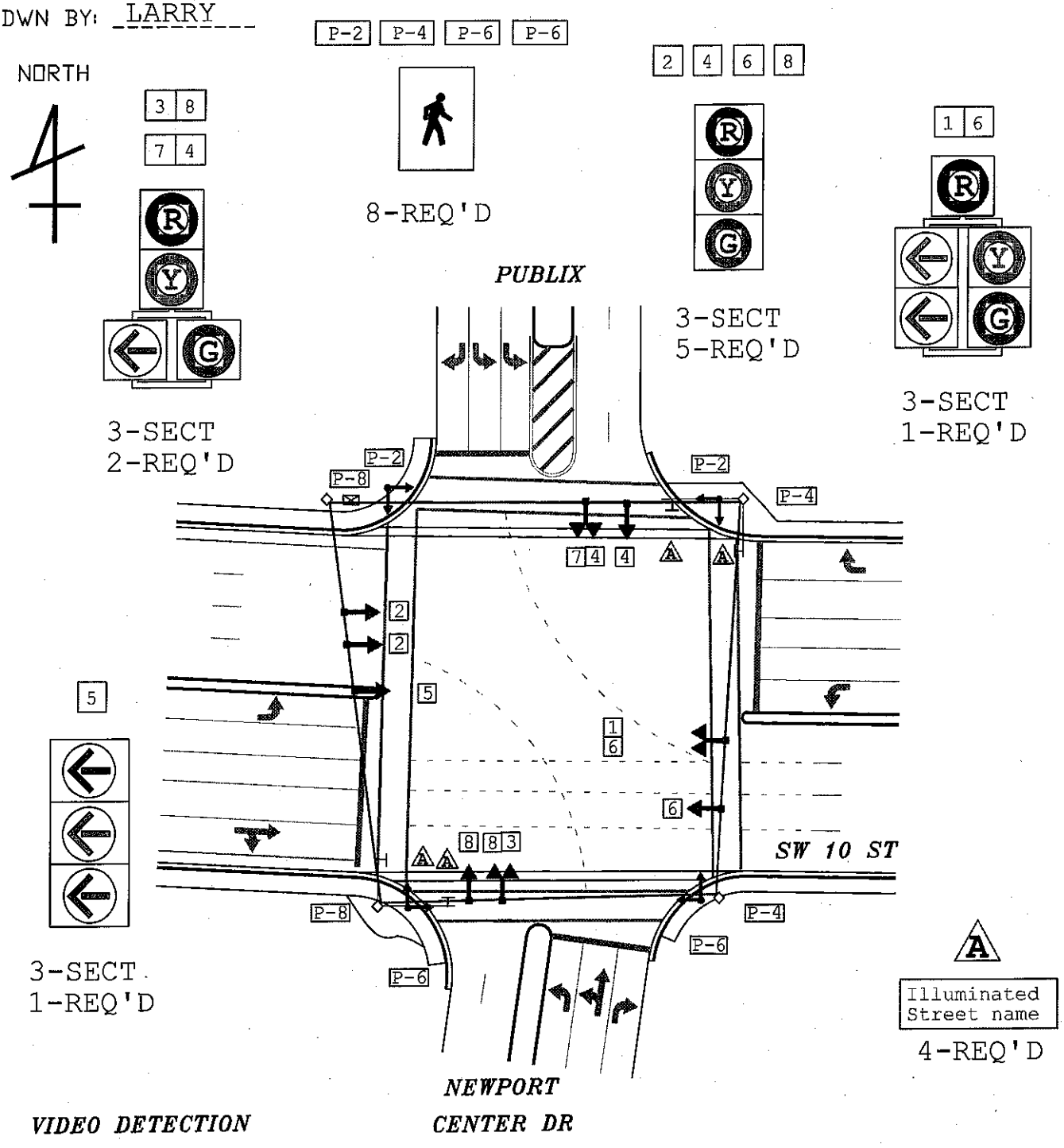
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

LOCATION **SW 10 STREET & NEWPORT CENTER DR/PUBLIX**

ORDER NO -- ISSUE DATE ---- REVISION NO. -- COMPLETION DATE ----

DWG. NO. **14-02-03-01** FILE NO. **1454** CITY **DEERFIELD BEACH** SCALE: 1" = 50'

DWN BY: LARRY



TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

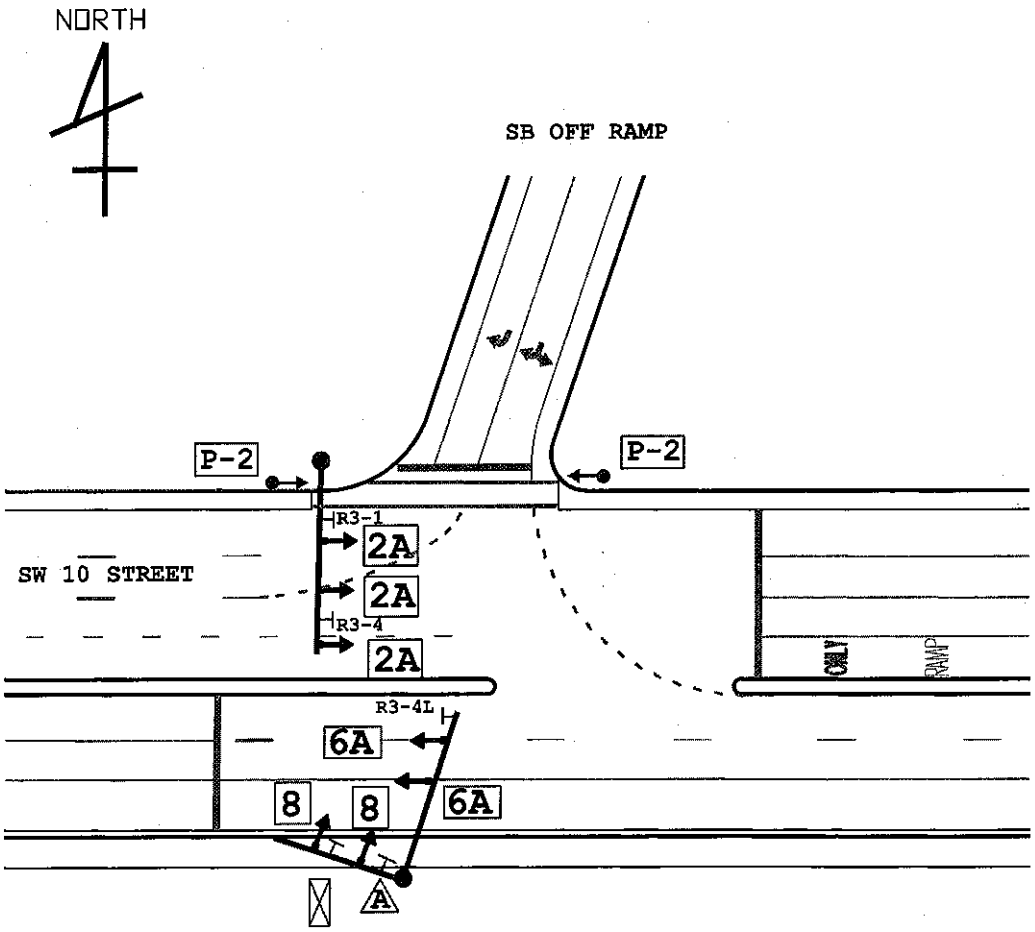
LOCATION **I 95 AND SW 10 STREET (SB) OFF RAMP**

ORDER NO FDOT ISSUE DATE ------ REV NO. 5 COMPLETION DATE 6/19/08

DWG. NO. **09-12-12-02** FILE NO. **1470** CITY **DEERFIELD BEACH** SCALE: 1" = 50'

DWN BY: RIO

SHEET 2 OF 3



2A 6A 8

3-SECT
1-WAY
7-REQ'D

P-2 P-2

1-SECT
1-WAY
2-REQ'D

A

ILLUMINATED STREET SIGN

1-REQ'D

ADDITIONAL WESTBOUND SIGNAL INSTALLED

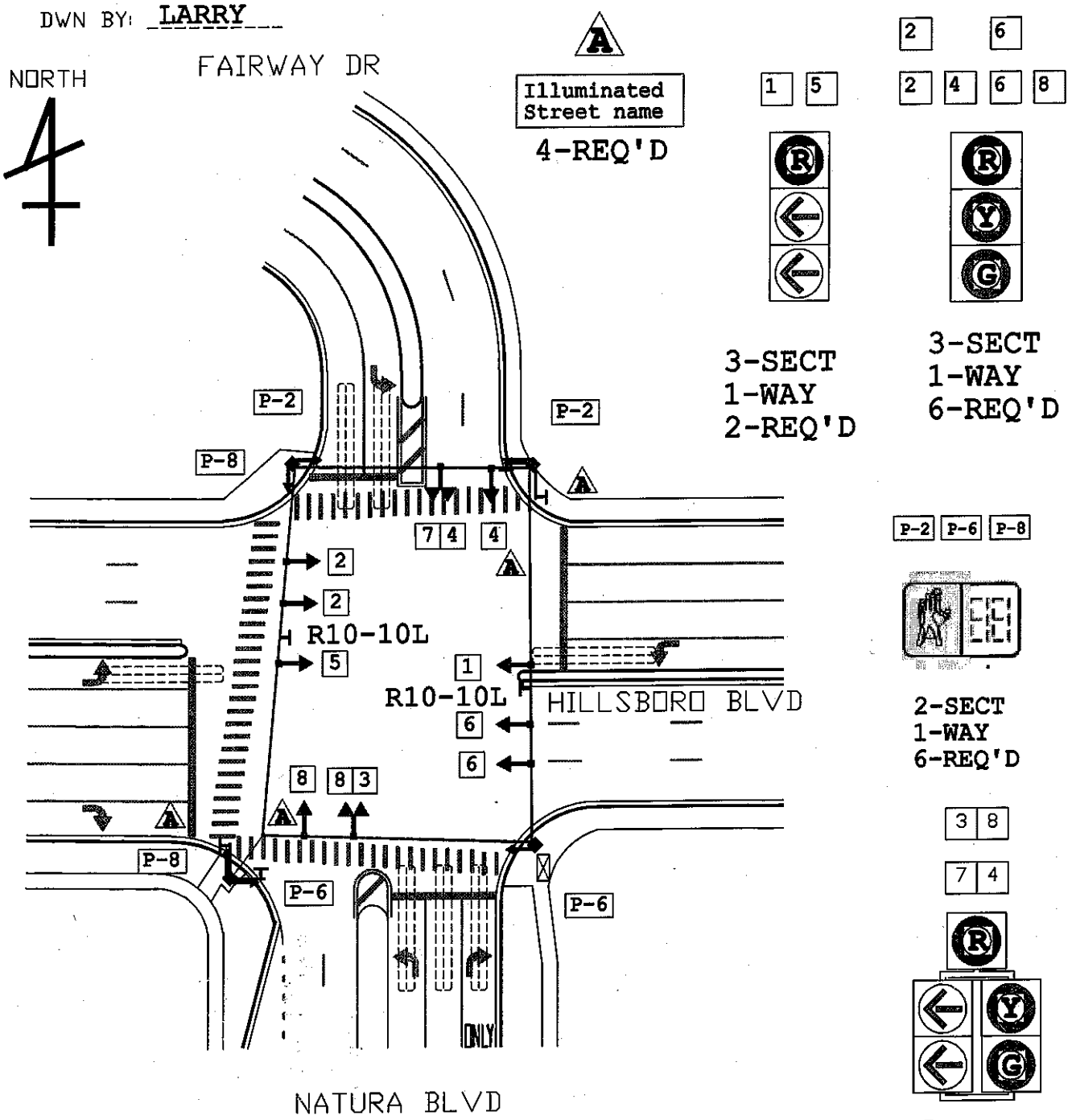
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

LOCATION **HILLSBORO BLVD & NATURA BLVD/FAIRWAY DR**

ORDER NO 61 ISSUE DATE 10/25/02 REV NO. 2 COMPLETION DATE

DWG. NO. 02-11-01-01 FILE NO. A-314 CITY DEERFIELD BEACH SCALE: 1" = 50'

DWN BY: LARRY



REMARKS THIS REVISION ADDS 5 SECTIONS N-S PER FDOT REQUEST (JPA)

Station : 1109 - Hillsboro Blvd & I-95 (Standard File)

Phase	1	2 (WT)	3 (SL)	4	5	6	7	8 (SR)	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance		20														
Min Green		12	6					6								
Gap Ext		3	2.5					2.5								
Max1		60	40					40								
Max2																
Yellow Clr	3.5	4.5	4.5	3.5	3.5	3.5	3.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2					2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON					ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call			ON					ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON														
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON			ON	ON
Override Higher Preempt	ON	ON			ON	ON
Flash in Dwell	ON	ON			ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green			6	6		
Min Walk						
Ped Clear						
Track Green						
Min Dwell			15	15		
Max Presence			180	180		
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			8	2		
Dwell Cyc Veh 2			3			
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			2	8		
Exit 2				3		
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	**Traffic Engineer**

Station : 1109 - Hillsboro Blvd & I-95 (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	14	2	1	10	50			106	54			106		54								
9		3	3	160	158	3	1	10	50			118	42			118		42								
15		4	4	160	139	4	1	10	50			99	61			99		61								
20		3	3	160	158	3	1	10	50			118	42			118		42								
Day Plan 2											**Easy**															
		3	3	160	158	3	1	10	50			118	42			118		42								
1		100	254																							
6	30	3	3	160	158	3	1	10	50			118	42			118		42								

Day Plan 3											Easy															
		3	3	160	158	3	1	10	50			118	42			118		42								
1		100	254																							
6	30	3	3	160	158	3	1	10	50			118	42			118		42								
23		100	254																							

Station : 1109 - Hillsboro Blvd & I-95 (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																														2
5	1												1							1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1			2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
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29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

Split History

9/7/2016

ID: 1109

Name: Hillsboro Blvd & I-95

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:00:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:02:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:05:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:08:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:10:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:13:34 AM	2	160	0	112	48	0	0	0	0	48	0	0	0	0	0	0	0	0
9/7/2016	07:16:14 AM	2	160	0	116	44	0	0	0	0	44	0	0	0	0	0	0	0	0
9/7/2016	07:18:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:21:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:24:14 AM	2	160	0	117	43	0	0	0	0	43	0	0	0	0	0	0	0	0
9/7/2016	07:26:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:29:34 AM	2	160	0	108	52	0	0	0	0	52	0	0	0	0	0	0	0	0
9/7/2016	07:32:14 AM	2	160	0	113	47	0	0	0	0	47	0	0	0	0	0	0	0	0
9/7/2016	07:34:54 AM	2	160	0	118	42	0	0	0	0	42	0	0	0	0	0	0	0	0
9/7/2016	07:37:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:40:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:42:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:45:34 AM	2	160	0	120	40	0	0	0	0	40	0	0	0	0	0	0	0	0
9/7/2016	07:48:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:50:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:53:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:56:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	07:58:54 AM	2	161	0	107	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:01:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:04:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:06:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:09:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:12:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:14:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:17:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016	08:20:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1109

Name: Hillsboro Blvd & I-95

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:22:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:25:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:28:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:30:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:33:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:36:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:38:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:41:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:44:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:46:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:49:34 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:52:14 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:54:54 AM	2	160	0	106	54	0	0	0	0	54	0	0	0	0	0	0	0	0
9/7/2016 08:57:34 AM	2	159	0	105	54	0	0	0	0	54	0	0	0	0	0	0	0	0
Average of 45 Cycles :		160	0	107	53	0	0	0	0	53	0	0	0	0	0	0	0	0

Termination Counts

Force off	0	45	38	0	0	0	0	26	0	0	0	0	0	0	0	0	0
Gap	0	0	7	0	0	0	0	19	0	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1109

Name: Hillsboro Blvd & I-95

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:01:00 PM	4	159	0	115	44	0	0	0	0	44	0	0	0	0	0	0	0	0
9/7/2016	16:03:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:06:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:11:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:14:19 PM	4	160	0	103	57	0	0	0	0	57	0	0	0	0	0	0	0	0
9/7/2016	16:16:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:19:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:22:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:24:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:27:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:30:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:32:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:35:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:38:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:40:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:43:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:46:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:48:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:51:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:54:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:56:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	16:59:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:02:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:04:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:07:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:10:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:12:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:15:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:18:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:20:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:23:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1109

Name: Hillsboro Blvd & I-95

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:26:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:28:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:31:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:34:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:36:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:39:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:42:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:44:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:47:39 PM	4	160	0	103	57	0	0	0	0	57	0	0	0	0	0	0	0	0
9/7/2016	17:50:19 PM	4	160	0	107	53	0	0	0	0	53	0	0	0	0	0	0	0	0
9/7/2016	17:52:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:55:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	17:58:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:00:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:03:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:06:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:08:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:11:39 PM	4	160	0	108	52	0	0	0	0	52	0	0	0	0	0	0	0	0
9/7/2016	18:14:19 PM	4	160	0	120	40	0	0	0	0	40	0	0	0	0	0	0	0	0
9/7/2016	18:16:59 PM	4	160	0	107	53	0	0	0	0	53	0	0	0	0	0	0	0	0
9/7/2016	18:19:39 PM	4	160	0	104	56	0	0	0	0	56	0	0	0	0	0	0	0	0
9/7/2016	18:22:19 PM	4	160	0	105	55	0	0	0	0	55	0	0	0	0	0	0	0	0
9/7/2016	18:24:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:27:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:30:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:32:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:35:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:38:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:40:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:43:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016	18:46:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1109

Name: Hillsboro Blvd & I-95

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 18:48:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016 18:51:39 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016 18:54:19 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016 18:56:59 PM	4	160	0	99	61	0	0	0	0	61	0	0	0	0	0	0	0	0
9/7/2016 18:59:39 PM	4	160	0	118	42	0	0	0	0	42	0	0	0	0	0	0	0	0
Average of 67 Cycles :		160	0	100	59	0	0	0	0	59	0	0	0	0	0	0	0	0

Termination Counts

Force off	0	67	57	0	0	0	0	41	0	0	0	0	0	0	0	0
Gap	0	0	10	0	0	0	0	26	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1253 - Hillsboro Blvd & SW 12 / Moran Ave (Standard File)

Phase	1 (SR)	2 (WT)	3 (WR)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	5	5		7										
Ped Clearance		22	22	27		22										
Min Green	5	12	6	6	5	12										
Gap Ext	1.5	3	2	2	2	3										
Max1	20	60	25	20	20	60										
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit	30															
Dynamic Max Step	10															
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	5	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green	20					
Min Dwell	5	8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1	1					
Track Veh 2	6					
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	3	2	3	2	4	1
Dwell Cyc Veh 2	4	6		5		6
Dwell Cyc Veh 3	5					
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	3	4	2	1	2
Exit 2	5			6	5	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/6/2016 1:25:58 PM

Station : 1253 - Hillsboro Blvd & SW 12 / Moran Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	153	2	1	10	50		28	82	20	30	28	82										
9		3	3	160	147	3	1	10	50		24	86	20	30	24	86										
15		4	4	160	126	4	1	10	50		24	70	40	26	24	70										
20		3	3	160	147	3	1	10	50		24	86	20	30	24	86										
Day Plan 2											**Easy**															
		3	3	160	147	3	1	10	50		24	86	20	30	24	86										
1		100	254																							
6	30	3	3	160	147	3	1	10	50		24	86	20	30	24	86										

Day Plan 3											Easy														
		3	3	160	147	3	1	10	50		24	86	20	30	24	86									
1		100	254																						
6	30	3	3	160	147	3	1	10	50		24	86	20	30	24	86									
23		100	254																						

Broward County Timing Sheet 9/6/2016 1:25:58 PM

Station : 1253 - Hillsboro Blvd & SW 12 / Moran Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2

12										1						1																		1	1	1	1	1	1	1			2
13											1		1			1																			1								2
14											1		1	1	1	1	1																				1							2
15											1		1																									1						2
16											1		1				1																										1	2
17																																												1
18																																												1
19																																												1
20																																												1
21																																												1
22																																												1
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24																																												1
25																																												1
26																																												1
27																																												1
28																																												1
29																																												1
30																																												1
31																																												1
32																																												1

User Comments:

Split History

9/7/2016

ID: 1253

Name: Hillsboro Blvd & SW 12 / Moran Ave

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:06:41 AM	2	6	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:06:48 AM	254	61	28	0	17	16	0	28	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:07:49 AM	254	53	0	-80	0	12	181	-140	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:12:59 AM	2	174	37	94	17	26	48	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:18:33 AM	2	160	25	87	13	35	30	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:21:13 AM	2	131	41	50	21	19	38	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:23:24 AM	254	40	0	0	24	16	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:24:04 AM	254	134	28	106	0	0	60	74	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:26:18 AM	254	39	0	0	16	23	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:26:57 AM	254	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:27:23 AM	254	228	0	176	14	16	82	116	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:31:11 AM	2	202	52	111	14	25	78	85	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:34:33 AM	2	160	28	84	21	27	30	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:37:13 AM	2	161	25	80	34	22	29	76	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:39:54 AM	2	159	35	106	0	18	23	118	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:42:33 AM	2	164	63	59	18	24	36	86	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:45:17 AM	254	53	0	10	21	22	10	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:46:10 AM	254	47	27	8	12	0	7	28	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:46:57 AM	254	176	0	176	0	0	60	116	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:49:53 AM	2	200	40	82	33	45	40	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:53:13 AM	2	160	27	82	20	31	27	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:55:53 AM	2	160	27	82	21	30	27	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:58:33 AM	2	160	39	82	14	25	39	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:01:13 AM	2	161	40	82	14	25	40	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:03:53 AM	2	223	59	80	29	55	32	107	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:07:36 AM	254	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:08:03 AM	254	230	0	157	17	30	85	98	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:11:53 AM	2	84	27	7	14	36	0	34	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:13:17 AM	254	217	0	175	16	26	59	116	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:16:54 AM	2	178	27	81	23	47	27	81	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:22:33 AM	2	160	27	82	21	30	27	82	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1253

Name: Hillsboro Blvd & SW 12 / Moran Ave

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:25:13 AM	2	160	34	82	17	27	34	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:27:53 AM	2	160	37	82	16	25	37	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:30:33 AM	2	160	27	82	21	30	27	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:33:13 AM	2	160	60	82	0	18	60	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:35:53 AM	2	160	28	103	0	29	49	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:38:33 AM	2	160	22	95	19	24	35	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:41:13 AM	2	160	27	82	15	36	27	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:43:53 AM	2	50	0	7	0	43	0	7	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:44:43 AM	254	72	28	0	18	26	0	28	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:45:55 AM	254	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:46:22 AM	254	58	0	0	15	17	26	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:47:20 AM	254	205	0	175	13	17	59	116	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:50:45 AM	2	227	60	111	15	41	61	110	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:54:33 AM	2	160	27	82	21	30	27	82	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:57:13 AM	2	161	32	76	34	19	32	76	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:59:54 AM	2	153	37	100	0	16	55	82	0	0	0	0	0	0	0	0	0	0
Average of 47 Cycles :		135	24	69	14	23	37	62	0	0	0	0	0	0	0	0	0	0

Termination Counts

Force off	19	31	10	11	32	33	0	0	0	0	0	0	0	0	0	0	0
Gap	13	0	25	27	1	0	0	0	0	0	0	0	0	0	0	0	0
Max	0	1	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1253

Name: Hillsboro Blvd & SW 12 / Moran Ave

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 16:00:46 PM	4	160	19	83	31	27	32	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:03:26 PM	4	160	26	88	21	25	43	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:06:06 PM	4	160	0	102	35	23	38	64	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:08:46 PM	4	160	28	93	11	28	58	63	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:11:26 PM	4	160	22	71	33	34	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:14:06 PM	4	22	46	72	38	50	69	80	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:18:44 PM	254	27	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:19:11 PM	254	47	0	0	24	23	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:19:58 PM	254	29	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:20:28 PM	254	189	0	151	14	23	54	98	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:23:37 PM	4	229	18	165	22	24	89	94	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:27:26 PM	4	160	15	83	33	29	28	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:30:06 PM	4	160	15	100	24	21	45	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:32:46 PM	4	160	18	75	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:35:26 PM	4	160	23	70	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:38:06 PM	4	160	11	83	41	25	24	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:40:46 PM	4	160	17	83	41	19	29	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:43:26 PM	4	129	27	51	28	23	39	39	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:45:35 PM	254	44	0	0	23	21	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:46:19 PM	254	147	0	143	0	0	17	130	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:48:46 PM	4	160	21	72	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:51:26 PM	4	160	39	70	26	25	39	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:54:06 PM	4	160	19	93	31	17	42	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:56:46 PM	4	160	12	88	41	19	30	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 16:59:26 PM	4	160	22	71	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:02:06 PM	4	160	13	80	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:04:46 PM	4	158	49	42	41	26	23	68	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:07:24 PM	254	57	0	0	31	26	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:08:21 PM	254	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:08:47 PM	254	72	28	44	0	0	36	36	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:09:59 PM	254	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1253

Name: Hillsboro Blvd & SW 12 / Moran Ave

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:10:27 PM	254	135	27	62	31	15	54	35	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:12:42 PM	254	152	0	152	0	0	54	98	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:15:14 PM	4	172	23	70	52	27	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:18:06 PM	4	160	16	77	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:20:46 PM	4	160	0	98	41	21	27	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:23:26 PM	4	160	22	75	41	22	27	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:26:06 PM	4	160	14	79	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:28:46 PM	4	160	15	88	34	23	32	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:31:26 PM	4	160	25	70	39	26	25	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:34:06 PM	4	222	47	58	72	45	23	82	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:37:48 PM	254	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:38:15 PM	254	202	0	152	26	20	57	99	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:41:37 PM	4	189	16	111	39	23	58	69	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:44:46 PM	4	160	12	84	34	30	26	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:47:26 PM	4	160	12	87	35	26	29	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:50:06 PM	4	127	28	51	27	21	42	37	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:52:13 PM	254	51	0	0	26	25	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:53:04 PM	254	142	0	142	0	0	54	88	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:55:26 PM	4	19	0	7	12	0	0	7	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:55:45 PM	254	70	28	0	24	18	0	28	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:56:55 PM	254	28	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:57:23 PM	254	196	0	152	23	19	55	99	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:00:39 PM	4	11	0	6	5	0	0	6	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:00:50 PM	254	91	28	0	38	25	0	28	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:04:33 PM	254	94	0	94	0	0	36	58	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:06:07 PM	4	159	12	81	40	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:08:46 PM	4	160	15	103	22	20	48	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:11:26 PM	4	209	27	91	64	27	44	74	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:14:55 PM	254	111	0	111	0	0	48	63	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:16:46 PM	4	160	0	115	25	20	45	70	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:19:26 PM	4	160	23	85	29	23	38	70	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1253

Name: Hillsboro Blvd & SW 12 / Moran Ave

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 18:22:06 PM	4	154	42	34	44	34	41	35	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:24:40 PM	254	142	27	101	0	0	67	75	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:27:02 PM	254	43	0	0	25	18	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:27:45 PM	254	67	28	12	0	0	39	28	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:28:52 PM	254	163	0	151	12	0	53	98	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:31:35 PM	4	230	23	161	22	24	89	95	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:35:26 PM	4	160	15	78	41	26	23	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:38:06 PM	4	160	15	100	25	20	45	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:40:46 PM	4	160	0	115	25	20	45	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:43:26 PM	4	160	17	99	19	25	46	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:46:06 PM	4	160	52	70	16	22	52	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:48:46 PM	4	160	13	97	35	15	40	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:51:26 PM	4	160	12	106	22	20	48	70	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:54:06 PM	4	71	28	7	19	17	0	35	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:55:17 PM	254	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:55:29 PM	254	237	0	124	17	13	136	71	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:59:26 PM	4	160	13	113	16	18	55	70	0	0	0	0	0	0	0	0	0	0
Average of 79 Cycles :		133	15	73	26	19	34	57	0	0	0	0	0	0	0	0	0	0

Termination Counts

Force off	5	53	22	14	60	55	0	0	0	0	0	0	0	0	0	0	0
Gap	47	0	40	46	1	0	0	0	0	0	0	0	0	0	0	0	0
Max	0	2	2	1	6	2	0	0	0	0	0	0	0	0	0	0	0

Station : 1314 - Hillsboro Blvd & Natura Blvd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		26				26		31								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	2	3	2	2	1.5	3	1.5	2								
Max1	18	50	18	30	18	50	18	30								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	6	6	6	6	6	6
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/6/2016 1:26:49 PM

Station : 1314 - Hillsboro Blvd & Natura Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	96	2	1	10	50		28	66	20	46	23	71	20	46								
9		3	3	160	76	3	1	10	50		28	66	20	46	23	71	20	46								
15		4	4	160	63	4	1	10	50		22	66	26	46	22	66	26	46								
20		3	3	160	76	3	1	10	50		28	66	20	46	23	71	20	46								
Day Plan 2											**Easy**															
		3	3	160	76	3	1	10	50		28	66	20	46	23	71	20	46								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		28	66	20	46	23	71	20	46								

Day Plan 3											Easy															
		3	3	160	76	3	1	10	50		28	66	20	46	23	71	20	46								
1		100	254																							
6	30	3	3	160	76	3	1	10	50		28	66	20	46	23	71	20	46								
23		100	254																							

Broward County Timing Sheet 9/6/2016 1:26:49 PM

Station : 1314 - Hillsboro Blvd & Natura Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
19																																													1
20																																													1
21																																													1
22																																													1
23																																													1
24																																													1
25																																													1
26																																													1
27																																													1
28																																													1
29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

Station : 1019 - Sample Rd & NE 3 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		25		20		25								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	20	50	15	30	18	50	15	30								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/28/2016 12:17:23 PM

Station : 1019 - Sample Rd & NE 3 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	152	2	1	10	50		35	59	25	41	25	69	25	41								
9		3	3	160	52	3	1	10	50		32	65	22	41	25	72	22	41								
15		4	4	160	145	4	1	10	50		35	59	25	41	25	69	25	41								
20		3	3	160	52	3	1	10	50		32	65	22	41	25	72	22	41								
Day Plan 2											**Easy**															
		3	3	160	52	3	1	10	50		32	65	22	41	25	72	22	41								
1		100	254																							
6	30	3	3	160	52	3	1	10	50		32	65	22	41	25	72	22	41								

Day Plan 3											Easy															
		3	3	160	52	3	1	10	50		32	65	22	41	25	72	22	41								
1		100	254																							
6	30	3	3	160	52	3	1	10	50		32	65	22	41	25	72	22	41								
23		100	254																							

Broward County Timing Sheet 9/28/2016 12:17:23 PM

Station : 1019 - Sample Rd & NE 3 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
19																																													1
20																																													1
21																																													1
22																																													1
23																																													1
24																																													1
25																																													1
26																																													1
27																																													1
28																																													1
29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

Split History

9/7/2016

ID: 1019

Name: Sample Rd & NE 3 Ave

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:02:32 AM	2	160	0	94	16	50	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:05:12 AM	2	160	46	65	0	49	0	111	17	32	0	0	0	0	0	0	0	0
9/7/2016	07:07:52 AM	2	160	35	59	17	49	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:10:32 AM	2	160	46	59	14	41	0	105	18	37	0	0	0	0	0	0	0	0
9/7/2016	07:13:12 AM	2	160	37	59	14	50	14	82	25	39	0	0	0	0	0	0	0	0
9/7/2016	07:15:52 AM	2	160	38	64	19	39	0	102	25	33	0	0	0	0	0	0	0	0
9/7/2016	07:18:32 AM	2	160	35	59	18	48	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:21:12 AM	2	160	30	64	19	47	0	94	24	42	0	0	0	0	0	0	0	0
9/7/2016	07:23:52 AM	2	160	35	59	0	66	0	94	22	44	0	0	0	0	0	0	0	0
9/7/2016	07:26:32 AM	2	160	35	59	0	66	0	94	19	47	0	0	0	0	0	0	0	0
9/7/2016	07:29:12 AM	2	160	35	59	25	41	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:31:52 AM	2	160	35	59	15	51	18	76	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:34:32 AM	2	160	35	59	25	41	14	80	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:37:12 AM	2	160	35	59	25	41	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:39:52 AM	2	160	48	59	18	35	16	91	25	28	0	0	0	0	0	0	0	0
9/7/2016	07:42:32 AM	2	160	35	59	23	43	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:47:52 AM	2	160	35	59	20	46	12	82	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:50:32 AM	2	160	35	59	20	46	24	70	19	47	0	0	0	0	0	0	0	0
9/7/2016	07:55:52 AM	2	160	35	59	19	47	19	75	25	41	0	0	0	0	0	0	0	0
9/7/2016	07:58:32 AM	2	160	41	59	16	44	21	79	25	35	0	0	0	0	0	0	0	0
9/7/2016	08:01:12 AM	2	161	36	59	12	54	14	81	25	41	0	0	0	0	0	0	0	0
9/7/2016	08:03:52 AM	2	160	35	59	25	41	21	73	25	41	0	0	0	0	0	0	0	0
9/7/2016	08:06:32 AM	2	160	35	59	22	44	21	73	25	41	0	0	0	0	0	0	0	0
9/7/2016	08:09:12 AM	2	160	35	59	15	51	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	08:11:52 AM	2	160	35	59	25	41	12	82	23	43	0	0	0	0	0	0	0	0
9/7/2016	08:14:32 AM	2	160	48	59	15	38	14	93	0	53	0	0	0	0	0	0	0	0
9/7/2016	08:17:12 AM	2	160	35	59	25	41	16	78	25	41	0	0	0	0	0	0	0	0
9/7/2016	08:19:52 AM	2	160	35	59	18	48	20	74	25	41	0	0	0	0	0	0	0	0
9/7/2016	08:22:32 AM	2	160	39	59	16	46	14	84	15	47	0	0	0	0	0	0	0	0
9/7/2016	08:25:12 AM	2	160	35	59	23	43	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	08:27:52 AM	2	160	35	59	24	42	20	74	0	66	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1019

Name: Sample Rd & NE 3 Ave

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:30:32 AM	2	160	28	79	15	38	20	87	15	38	0	0	0	0	0	0	0	0
9/7/2016 08:33:12 AM	2	160	44	59	19	38	13	90	25	32	0	0	0	0	0	0	0	0
9/7/2016 08:35:52 AM	2	160	46	59	17	38	0	105	25	30	0	0	0	0	0	0	0	0
9/7/2016 08:38:32 AM	2	160	35	59	16	50	16	78	24	42	0	0	0	0	0	0	0	0
9/7/2016 08:41:12 AM	2	160	35	59	16	50	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016 08:43:52 AM	2	160	38	59	25	38	19	78	25	38	0	0	0	0	0	0	0	0
9/7/2016 08:46:32 AM	2	160	35	59	24	42	18	76	25	41	0	0	0	0	0	0	0	0
9/7/2016 08:49:12 AM	2	160	37	59	20	44	0	96	25	39	0	0	0	0	0	0	0	0
9/7/2016 08:51:52 AM	2	160	35	59	19	47	15	79	18	48	0	0	0	0	0	0	0	0
9/7/2016 08:54:32 AM	2	160	35	59	25	41	20	74	22	44	0	0	0	0	0	0	0	0
9/7/2016 08:57:12 AM	2	160	35	59	22	44	17	77	23	43	0	0	0	0	0	0	0	0
9/7/2016 08:59:52 AM	2	220	66	73	23	58	28	111	21	60	0	0	0	0	0	0	0	0
Average of 43 Cycles :		161	37	61	18	46	12	86	22	42	0	0	0	0	0	0	0	0

Termination Counts

Force off	38	43	8	28	2	43	27	25	0	0	0	0	0	0	0	0	0
Gap	4	0	32	15	26	0	14	18	0	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1019

Name: Sample Rd & NE 3 Ave

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:01:05 PM	4	159	31	74	25	29	19	86	25	29	0	0	0	0	0	0	0	0
9/7/2016	16:03:45 PM	4	160	35	59	25	41	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:06:25 PM	4	160	35	59	14	52	21	73	0	66	0	0	0	0	0	0	0	0
9/7/2016	16:09:05 PM	4	160	30	64	22	44	16	78	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:11:45 PM	4	160	35	59	25	41	21	73	11	55	0	0	0	0	0	0	0	0
9/7/2016	16:14:25 PM	4	160	30	64	17	49	21	73	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:17:05 PM	4	160	32	62	23	43	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:19:45 PM	4	160	35	59	25	41	15	79	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:22:25 PM	4	160	35	59	20	46	23	71	0	66	0	0	0	0	0	0	0	0
9/7/2016	16:25:05 PM	4	160	37	59	25	39	27	69	20	44	0	0	0	0	0	0	0	0
9/7/2016	16:27:45 PM	4	160	33	63	21	43	17	79	25	39	0	0	0	0	0	0	0	0
9/7/2016	16:30:25 PM	4	160	39	71	23	27	24	86	0	50	0	0	0	0	0	0	0	0
9/7/2016	16:33:05 PM	4	160	35	59	24	42	23	71	0	66	0	0	0	0	0	0	0	0
9/7/2016	16:35:45 PM	4	160	35	59	25	41	25	69	0	66	0	0	0	0	0	0	0	0
9/7/2016	16:38:25 PM	4	160	26	68	20	46	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:41:05 PM	4	160	35	59	20	46	18	76	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:43:45 PM	4	160	40	61	25	34	18	83	22	37	0	0	0	0	0	0	0	0
9/7/2016	16:46:25 PM	4	160	28	66	18	48	24	70	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:49:05 PM	4	160	41	63	19	37	18	86	23	33	0	0	0	0	0	0	0	0
9/7/2016	16:51:45 PM	4	160	27	81	18	34	28	80	24	28	0	0	0	0	0	0	0	0
9/7/2016	16:54:25 PM	4	160	35	59	15	51	12	82	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:57:05 PM	4	160	32	62	24	42	17	77	25	41	0	0	0	0	0	0	0	0
9/7/2016	16:59:45 PM	4	160	35	59	22	44	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:02:25 PM	4	160	26	71	17	46	25	72	25	38	0	0	0	0	0	0	0	0
9/7/2016	17:05:05 PM	4	160	35	59	25	41	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:07:45 PM	4	160	35	59	16	50	22	72	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:10:25 PM	4	160	35	59	0	66	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:13:05 PM	4	160	36	63	19	42	25	74	25	36	0	0	0	0	0	0	0	0
9/7/2016	17:15:45 PM	4	160	33	61	22	44	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:18:25 PM	4	160	34	60	25	41	18	76	23	43	0	0	0	0	0	0	0	0
9/7/2016	17:21:05 PM	4	160	35	59	23	43	22	72	25	41	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1019

Name: Sample Rd & NE 3 Ave

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:23:45 PM	4	160	38	60	17	45	20	78	25	37	0	0	0	0	0	0	0	0
9/7/2016	17:26:25 PM	4	160	35	59	25	41	23	71	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:29:05 PM	4	160	33	64	24	39	13	84	19	44	0	0	0	0	0	0	0	0
9/7/2016	17:31:45 PM	4	160	32	67	0	61	20	79	21	40	0	0	0	0	0	0	0	0
9/7/2016	17:34:25 PM	4	160	32	62	21	45	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:37:05 PM	4	160	35	59	25	41	22	72	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:39:45 PM	4	160	35	59	18	48	18	76	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:42:25 PM	4	160	35	59	25	41	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:45:05 PM	4	160	33	61	25	41	19	75	25	41	0	0	0	0	0	0	0	0
9/7/2016	17:47:45 PM	4	160	38	59	14	49	24	73	25	38	0	0	0	0	0	0	0	0
9/7/2016	17:50:25 PM	4	160	35	59	20	46	21	73	23	43	0	0	0	0	0	0	0	0
9/7/2016	17:53:05 PM	4	160	31	66	19	44	27	70	25	38	0	0	0	0	0	0	0	0
9/7/2016	17:55:45 PM	4	160	34	60	25	41	17	77	23	43	0	0	0	0	0	0	0	0
9/7/2016	17:58:25 PM	4	160	33	65	25	37	17	81	17	45	0	0	0	0	0	0	0	0
9/7/2016	18:01:05 PM	4	160	35	59	14	52	15	79	25	41	0	0	0	0	0	0	0	0
9/7/2016	18:03:45 PM	4	160	38	59	14	49	19	78	21	42	0	0	0	0	0	0	0	0
9/7/2016	18:06:25 PM	4	160	34	65	18	43	26	73	25	36	0	0	0	0	0	0	0	0
9/7/2016	18:09:05 PM	4	160	35	59	25	41	20	74	25	41	0	0	0	0	0	0	0	0
9/7/2016	18:11:45 PM	4	160	35	59	19	47	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	18:14:25 PM	4	160	35	59	25	41	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	18:17:05 PM	4	160	35	59	24	42	15	79	25	41	0	0	0	0	0	0	0	0
9/7/2016	18:19:45 PM	4	160	37	67	25	31	35	69	20	36	0	0	0	0	0	0	0	0
9/7/2016	18:22:25 PM	4	160	38	62	25	35	19	81	25	35	0	0	0	0	0	0	0	0
9/7/2016	18:27:45 PM	4	160	35	59	19	47	25	69	25	41	0	0	0	0	0	0	0	0
9/7/2016	18:30:25 PM	4	160	38	59	21	42	23	74	24	39	0	0	0	0	0	0	0	0
9/7/2016	18:33:05 PM	4	160	37	60	25	38	0	97	25	38	0	0	0	0	0	0	0	0
9/7/2016	18:35:45 PM	4	160	52	59	16	33	26	85	18	31	0	0	0	0	0	0	0	0
9/7/2016	18:38:25 PM	4	160	35	59	25	41	18	76	0	66	0	0	0	0	0	0	0	0
9/7/2016	18:41:05 PM	4	160	46	59	16	39	15	90	25	30	0	0	0	0	0	0	0	0
9/7/2016	18:43:45 PM	4	160	35	59	18	48	0	94	24	42	0	0	0	0	0	0	0	0
9/7/2016	18:46:25 PM	4	160	35	59	21	45	25	69	25	41	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1019

Name: Sample Rd & NE 3 Ave

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 18:49:05 PM	4	160	47	61	12	40	19	89	21	31	0	0	0	0	0	0	0	0
9/7/2016 18:51:45 PM	4	160	35	59	23	43	0	94	25	41	0	0	0	0	0	0	0	0
9/7/2016 18:54:25 PM	4	160	47	59	22	32	25	81	0	54	0	0	0	0	0	0	0	0
9/7/2016 18:57:05 PM	4	160	38	59	21	42	18	79	19	44	0	0	0	0	0	0	0	0
9/7/2016 18:59:45 PM	4	160	39	59	0	62	16	82	25	37	0	0	0	0	0	0	0	0
Average of 67 Cycles :		160	35	61	20	43	20	77	21	42	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			38	67	21	38	14	67	42	37	0	0	0	0	0	0	0	0
Gap			29	0	43	29	48	0	18	30	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1034 - Sample Rd & NW 5 Ave / NW 5 Terr (Standard File)

Phase	1 (WL)	2 (WT)	3 (EL)	4 (NT)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		5												
Ped Clearance		19		32												
Min Green	5	15	5	6												
Gap Ext	1.5	3	1.5	2												
Max1	20	50	20	25												
Max2																
Yellow Clr	5	5	5	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3	3	3	5					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash			ON		ON	
Override Higher Preempt			ON		ON	
Flash in Dwell			ON		ON	
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6		6		6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8		8		8
Max Presence	180	180		180		180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2		1		3
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3		2		4
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/6/2016 1:20:58 PM

Station : 1034 - Sample Rd & NW 5 Ave / NW 5 Terr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	160	157	12	1	10	50		26	66	20	48												
9		13	13	160	55	13	1	10	50		26	61	25	48												
15		14	14	160	70	14	1	10	50		33	54	25	48												
20		13	13	160	55	13	1	10	50		26	61	25	48												
Day Plan 2											**Easy**															
		13	13	160	55	13	1	10	50		26	61	25	48												
1		100	254																							
6	30	13	13	160	55	13	1	10	50		26	61	25	48												

Day Plan 3											Easy															
		13	13	160	55	13	1	10	50		26	61	25	48												
1		100	254																							
6	30	13	13	160	55	13	1	10	50		26	61	25	48												
23		100	254																							

Station : 1034 - Sample Rd & NW 5 Ave / NW 5 Terr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2

12										1						1																		1	1	1	1	1	1	1			2
13											1		1			1																			1								2
14											1		1	1	1	1	1																				1							2
15											1		1																									1						2
16											1		1				1																										1	2
17																																												1
18																																												1
19																																												1
20																																												1
21																																												1
22																																												1
23																																												1
24																																												1
25																																												1
26																																												1
27																																												1
28																																												1
29																																												1
30																																												1
31																																												1
32																																												1

User Comments:

Split History

9/7/2016

ID: 1034

Name: Sample Rd & NW 5 Ave / NW 5 Terr

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:02:37 AM	12	160	33	66	21	40	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:05:17 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:07:57 AM	12	160	25	76	25	34	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:10:37 AM	12	160	18	79	25	38	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:13:17 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:15:57 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:18:37 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:21:17 AM	12	160	26	66	22	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:23:57 AM	12	160	33	66	21	40	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:26:37 AM	12	160	34	66	21	39	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:29:17 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:31:57 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:34:37 AM	12	160	28	66	25	41	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:37:17 AM	12	160	26	66	22	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:39:57 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:42:37 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:45:17 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:47:57 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:50:37 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:53:17 AM	12	160	34	66	25	35	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:55:57 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:58:37 AM	12	161	30	67	25	39	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:01:17 AM	12	160	23	65	26	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:03:57 AM	12	160	32	67	25	36	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:06:37 AM	12	160	35	66	25	34	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:09:17 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:11:57 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:14:37 AM	12	160	31	66	25	38	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:17:17 AM	12	160	0	104	21	35	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:19:57 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:22:37 AM	12	160	16	99	19	26	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1034

Name: Sample Rd & NW 5 Ave / NW 5 Terr

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:25:17 AM	12	160	47	66	25	22	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:27:57 AM	12	160	43	66	25	26	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:30:37 AM	12	160	26	75	21	38	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:33:17 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:35:57 AM	12	160	29	66	25	40	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:38:37 AM	12	160	64	71	0	25	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:41:17 AM	12	160	26	66	25	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:43:57 AM	12	160	23	66	25	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:46:37 AM	12	160	33	70	25	32	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:49:17 AM	12	160	28	85	19	28	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:51:57 AM	12	160	36	66	24	34	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:54:37 AM	12	160	32	85	18	25	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:57:17 AM	12	160	19	94	24	23	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:59:57 AM	12	218	37	82	28	71	0	0	0	0	0	0	0	0	0	0	0	0
Average of 45 Cycles :		161	28	70	23	39	0	0	0	0	0	0	0	0	0	0	0	0

Termination Counts

Force off	33	45	31	22	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap	11	0	13	23	0	0	0	0	0	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1034

Name: Sample Rd & NW 5 Ave / NW 5 Terr

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:02:30 PM	14	160	17	88	30	25	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:05:10 PM	14	160	38	66	30	26	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:07:50 PM	14	160	28	71	30	31	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:10:30 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:15:50 PM	14	160	39	54	22	45	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:18:30 PM	14	160	55	54	30	21	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:21:10 PM	14	160	22	65	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:23:50 PM	14	160	46	58	30	26	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:26:30 PM	14	160	45	57	30	28	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:29:10 PM	14	160	26	61	25	48	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:31:50 PM	14	160	38	57	30	35	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:34:30 PM	14	160	18	66	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:37:10 PM	14	160	40	58	30	32	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:39:50 PM	14	160	39	56	30	35	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:42:30 PM	14	160	40	54	30	36	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:45:10 PM	14	160	24	76	30	30	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:47:50 PM	14	160	31	70	30	29	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:50:30 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:53:10 PM	14	160	47	54	30	29	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:55:50 PM	14	160	32	64	30	34	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:58:30 PM	14	160	31	56	27	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:01:10 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:03:50 PM	14	160	41	60	30	29	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:06:30 PM	14	160	34	54	30	42	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:09:10 PM	14	160	57	54	24	25	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:11:50 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:14:30 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:17:10 PM	14	160	29	55	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:19:50 PM	14	160	37	62	30	31	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:22:30 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:25:10 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1034

Name: Sample Rd & NW 5 Ave / NW 5 Terr

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:27:50 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:30:30 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:33:10 PM	14	160	14	73	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:35:50 PM	14	160	16	98	23	23	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:38:30 PM	14	160	44	59	30	27	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:41:10 PM	14	160	35	54	30	41	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:43:50 PM	14	160	50	54	30	26	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:46:30 PM	14	160	33	54	24	49	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:49:10 PM	14	160	49	54	30	27	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:51:50 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:54:30 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:57:10 PM	14	160	34	70	30	26	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:59:50 PM	14	160	38	58	30	34	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:02:30 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:05:10 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:07:50 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:10:30 PM	14	160	33	54	29	44	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:13:10 PM	14	160	51	54	30	25	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:15:50 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:18:30 PM	14	160	43	54	30	33	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:21:10 PM	14	160	44	54	30	32	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:23:50 PM	14	160	33	54	26	47	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:26:30 PM	14	160	45	54	30	31	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:29:10 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:31:50 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:34:30 PM	14	160	44	58	30	28	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:37:10 PM	14	160	15	76	28	41	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:39:50 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:42:30 PM	14	160	46	54	30	30	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:45:10 PM	14	160	41	54	30	35	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:47:50 PM	14	160	41	54	30	35	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1034

Name: Sample Rd & NW 5 Ave / NW 5 Terr

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 18:50:30 PM	14	160	33	54	30	43	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:53:10 PM	14	160	41	54	30	35	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:55:50 PM	14	160	30	54	30	46	0	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:58:30 PM	14	160	41	66	30	23	0	0	0	0	0	0	0	0	0	0	0	0
Average of 66 Cycles :		160	35	59	29	37	0	0	0	0	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			40	66	57	29	0	0	0	0	0	0	0	0	0	0	0	0
Gap			26	0	9	37	0	0	0	0	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1046 - Sample Rd & I-95 NB (Standard File)

Phase	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk						7										
Ped Clearance						24										
Min Green		15		6		15										
Gap Ext		3		2.5		3										
Max1		50		35		50										
Max2																
Yellow Clr	4	5	4	4	4	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2.5		3.5		2.5			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON		ON	ON		ON
Override Higher Preempt	ON		ON	ON		ON
Flash in Dwell	ON		ON	ON		ON
Link to Preempt						
Delay						
Min Duration						
Min Green		6			6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell		8			8	
Max Presence		180			180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2			4	
Dwell Cyc Veh 2		6				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1		4			2	
Exit 2					6	
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 1046 - Sample Rd & I-95 NB (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	80	8	12	1	10	50			50		30		50										
9		13	13	80	56	13	1	10	50			53		27		53										
15		14	14	80	2	14	1	10	50			50		30		50										
20		13	13	80	56	13	1	10	50			53		27		53										
Day Plan 2											**Easy**															
		13	13	80	56	13	1	10	50			53		27		53										
1		100	254																							
6	30	13	13	80	56	13	1	10	50			53		27		53										

Day Plan 3											Easy															
		13	13	80	56	13	1	10	50			53		27		53										
1		100	254																							
6	30	13	13	80	56	13	1	10	50			53		27		53										
23		100	254																							

Station : 1046 - Sample Rd & I-95 NB (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1				2

12										1						1																		1	1	1	1	1	1	1			2
13											1		1			1																			1								2
14											1		1	1	1	1	1																				1							2
15											1		1																									1						2
16											1		1				1																										1	2
17																																												1
18																																												1
19																																												1
20																																												1
21																																												1
22																																												1
23																																												1
24																																												1
25																																												1
26																																												1
27																																												1
28																																												1
29																																												1
30																																												1
31																																												1
32																																												1

User Comments:

Split History

9/7/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:00:08 AM	12	80	0	56	0	24	0	56	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:01:28 AM	12	80	0	55	0	25	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:02:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:04:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:05:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:06:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:08:08 AM	12	80	0	57	0	23	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:09:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:10:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:12:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:13:28 AM	12	80	0	51	0	29	0	51	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:14:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:16:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:17:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:18:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:20:08 AM	12	80	0	54	0	26	0	54	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:21:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:22:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:24:08 AM	12	80	0	52	0	28	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:25:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:26:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:28:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:29:28 AM	12	80	0	52	0	28	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:30:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:32:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:33:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:34:48 AM	12	80	0	53	0	27	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:36:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:37:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:38:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:40:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:41:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:42:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:44:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:45:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:46:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:48:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:50:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:52:08 AM	12	80	0	55	0	25	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:53:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:54:48 AM	12	80	0	55	0	25	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:56:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:57:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:58:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:00:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:01:28 AM	12	80	0	51	0	29	0	51	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:02:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:04:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:05:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:06:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:08:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:09:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:10:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:12:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:13:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:14:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:16:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:17:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:18:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:20:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:21:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:22:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	08:24:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:25:28 AM	12	80	0	51	0	29	0	51	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:26:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:28:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:29:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:30:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:32:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:33:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:34:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:36:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:37:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:38:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:40:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:41:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:42:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:44:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:45:28 AM	12	80	0	55	0	25	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:46:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:48:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:49:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:50:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:52:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:53:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:54:48 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:56:08 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:57:28 AM	12	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:58:48 AM	12	84	0	54	0	30	0	54	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
Average of 89 Cycles :		80	0	51	0	29	0	51	0	0	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			0	89	0	76	0	89	0	0	0	0	0	0	0	0	0	0
Gap			0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:00:02 PM	14	79	0	49	0	30	0	49	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:01:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:02:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:04:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:05:22 PM	14	80	0	53	0	27	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:06:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:08:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:09:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:10:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:12:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:13:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:14:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:16:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:17:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:18:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:20:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:21:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:22:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:24:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:25:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:26:42 PM	14	80	0	54	0	26	0	54	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:28:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:29:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:30:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:32:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:33:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:34:42 PM	14	80	0	57	0	23	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:36:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:37:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:38:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:40:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:41:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:42:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:44:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:45:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:46:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:48:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:49:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:50:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:52:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:53:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:54:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:56:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:57:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:58:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:00:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:01:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:02:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:04:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:05:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:06:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:08:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:09:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:10:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:12:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:13:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:14:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:16:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:17:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:18:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:20:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:21:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:22:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:24:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:25:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:26:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:28:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:29:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:30:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:32:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:33:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:34:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:36:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:37:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:38:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:40:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:41:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:42:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:44:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:45:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:46:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:48:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:49:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:50:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:52:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:53:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:54:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:56:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:57:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:58:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:00:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:01:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:02:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	18:04:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:05:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:06:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:08:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:09:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:10:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:12:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:13:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:14:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:16:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:17:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:18:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:20:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:21:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:22:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:24:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:25:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:26:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:28:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:29:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:30:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:32:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:33:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:34:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:36:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:37:22 PM	14	80	0	51	0	29	0	51	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:38:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:40:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:41:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:42:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:44:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1046

Name: Sample Rd & I-95 NB

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 18:45:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:46:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:48:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:49:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:50:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:52:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:53:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:54:42 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:56:02 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:57:22 PM	14	80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:58:42 PM	14	80	0	52	0	28	0	52	0	0	0	0	0	0	0	0	0	0
Average of 135 Cycles :		80	0	50	0	30	0	50	0	0	0	0	0	0	0	0	0	0

Termination Counts

Force off	0	135	0	130	0	135	0	0	0	0	0	0	0	0	0	0	0
Gap	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1242 - Sample Rd & I-95 SB Ramp (Standard File)

Phase	1	2 (WT)	3 (ST)	4	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance		24														
Min Green		15	6			15										
Gap Ext		3	2.5			3										
Max1		50	30			50										
Max2																
Yellow Clr	4	5	4	4	4	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2.5	3.5			2.5			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON			ON										
Auto Flash Entry			ON													
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call			ON						ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash				ON	ON	ON
Override Higher Preempt				ON	ON	ON
Flash in Dwell				ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6			
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8			
Max Presence	180	180	180			
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	3	2	3			
Dwell Cyc Veh 2		6				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	3	2			
Exit 2	6		6			
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 1242 - Sample Rd & I-95 SB Ramp (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	80	53	12	1	10	50			50	30			50										
9		13	13	80	15	13	1	10	50			53	27			53										
15		14	14	80	26	14	1	10	50			52	28			52										
20		13	13	80	15	13	1	10	50			53	27			53										
Day Plan 2											**Easy**															
		13	13	80	15	13	1	10	50			53	27			53										
1		100	254																							
6	30	13	13	80	15	13	1	10	50			53	27			53										

Day Plan 3											Easy															
		13	13	80	15	13	1	10	50			53	27			53										
1		100	254																							
6	30	13	13	80	15	13	1	10	50			53	27			53										
23		100	254																							

Station : 1242 - Sample Rd & I-95 SB Ramp (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1				2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
19																																													1
20																																													1
21																																													1
22																																													1
23																																													1
24																																													1
25																																													1
26																																													1
27																																													1
28																																													1
29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

Split History

9/7/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 07:00:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:02:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:03:33 AM	12	80	0	60	20	0	0	60	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:04:53 AM	12	80	0	61	19	0	0	61	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:06:13 AM	12	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:07:33 AM	12	80	0	63	17	0	0	63	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:08:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:10:13 AM	12	80	0	59	21	0	0	59	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:11:33 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:12:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:14:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:15:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:16:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:18:13 AM	12	80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:19:33 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:20:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:22:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:23:33 AM	12	80	0	65	15	0	0	65	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:24:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:26:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:27:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:28:53 AM	12	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:30:13 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:31:33 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:32:53 AM	12	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:34:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:35:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:36:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:38:13 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:39:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:40:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:42:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:43:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:44:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:46:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:47:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:48:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:50:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:51:33 AM	12	80	0	51	29	0	0	51	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:52:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:54:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:55:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:56:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:58:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:59:33 AM	12	81	0	51	30	0	0	51	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:00:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:02:13 AM	12	80	0	58	22	0	0	58	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:03:33 AM	12	80	0	58	22	0	0	58	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:04:53 AM	12	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:06:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:07:33 AM	12	80	0	56	24	0	0	56	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:08:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:10:13 AM	12	80	0	61	19	0	0	61	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:11:33 AM	12	80	0	58	22	0	0	58	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:12:53 AM	12	80	0	56	24	0	0	56	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:14:13 AM	12	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:15:33 AM	12	80	0	51	29	0	0	51	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:16:53 AM	12	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:18:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:19:33 AM	12	80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:20:53 AM	12	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:22:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	08:23:33 AM	12	80	0	60	20	0	0	60	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:24:53 AM	12	80	0	62	18	0	0	62	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:26:13 AM	12	80	0	56	24	0	0	56	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:27:33 AM	12	80	0	54	26	0	0	54	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:28:53 AM	12	80	0	60	20	0	0	60	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:30:13 AM	12	80	0	54	26	0	0	54	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:31:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:32:53 AM	12	80	0	59	21	0	0	59	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:34:13 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:35:33 AM	12	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:36:53 AM	12	80	0	54	26	0	0	54	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:38:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:39:33 AM	12	80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:40:53 AM	12	80	0	60	20	0	0	60	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:42:13 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:43:33 AM	12	80	0	60	20	0	0	60	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:44:53 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:46:13 AM	12	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:47:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:48:53 AM	12	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:50:13 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:51:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:52:53 AM	12	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:54:13 AM	12	80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:55:33 AM	12	80	0	50	30	0	0	50	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:56:53 AM	12	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:58:13 AM	12	80	0	58	22	0	0	58	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:59:33 AM	12	106	0	87	19	0	0	87	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
Average of 90 Cycles :		80	0	54	27	0	0	54	0	0	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			0	90	42	0	0	90	0	0	0	0	0	0	0	0	0	0
Gap			0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:00:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:01:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:03:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:04:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:05:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:07:06 PM	14	80	0	60	20	0	0	60	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:08:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:09:46 PM	14	80	0	60	20	0	0	60	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:11:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:12:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:13:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:15:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:16:26 PM	14	80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:17:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:19:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:20:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:21:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:23:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:24:26 PM	14	80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:25:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:27:06 PM	14	80	0	58	22	0	0	58	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:28:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:29:46 PM	14	80	0	62	18	0	0	62	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:31:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:32:26 PM	14	80	0	64	16	0	0	64	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:33:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:35:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:36:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:37:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:39:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:40:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:41:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:43:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:44:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:45:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:47:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:48:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:49:46 PM	14	80	0	54	26	0	0	54	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:51:06 PM	14	80	0	54	26	0	0	54	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:52:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:53:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:55:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:56:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:57:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:59:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:00:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:01:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:03:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:04:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:05:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:07:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:08:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:09:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:11:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:12:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:13:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:15:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:16:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:17:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:19:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:20:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:21:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 17:23:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:24:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:25:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:27:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:28:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:29:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:31:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:32:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:33:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:35:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:36:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:37:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:39:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:40:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:41:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:43:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:44:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:45:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:47:06 PM	14	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:48:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:49:46 PM	14	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:51:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:52:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:53:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:55:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:56:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:57:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:59:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:00:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:01:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:03:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	18:05:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:07:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:08:26 PM	14	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:09:46 PM	14	80	0	57	23	0	0	57	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:11:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:12:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:13:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:15:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:16:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:17:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:19:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:20:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:21:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:23:06 PM	14	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:24:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:25:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:27:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:28:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:29:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:31:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:32:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:33:46 PM	14	80	0	55	25	0	0	55	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:35:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:36:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:37:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:39:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:40:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:41:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:43:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:44:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:45:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1242

Name: Sample Rd & I-95 SB Ramp

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 18:47:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:48:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:49:46 PM	14	80	0	59	21	0	0	59	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:51:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:52:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:53:46 PM	14	80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:55:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:56:26 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:57:46 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:59:06 PM	14	80	0	52	28	0	0	52	0	0	0	0	0	0	0	0	0	0
Average of 134 Cycles :		80	0	53	27	0	0	53	0	0	0	0	0	0	0	0	0	0

Termination Counts

Force off			0	134	114	0	0	134	0	0	0	0	0	0	0	0	0	0
Gap			0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1091 - SW 10 St & Natura Blvd / SW 11 Way (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		18		19		18		19								
Min Green	4	15	4	6	4	15	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	15	45	12	25	12	45	15	25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	2	2	1.5	1.5	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call			ON				ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/6/2016 1:25:32 PM

Station : 1091 - SW 10 St & Natura Blvd / SW 11 Way (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	160	84	2	1	10	50		20	92	15	33	20	92	15	33								
9		3	3	160	84	3	1	10	50		20	92	15	33	20	92	15	33								
15		4	4	160	15	4	1	10	50		20	92	15	33	20	92	15	33								
20		3	3	160	84	3	1	10	50		20	92	15	33	20	92	15	33								
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	84	3	1	10	50		20	92	15	33	20	92	15	33								

Day Plan 3											Easy															
		25	255																							
6		100	254																							
6	30	3	3	160	84	3	1	10	50		20	92	15	33	20	92	15	33								
23		100	254																							

Station : 1091 - SW 10 St & Natura Blvd / SW 11 Way (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																												2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1	2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
19																																													1
20																																													1
21																																													1
22																																													1
23																																													1
24																																													1
25																																													1
26																																													1
27																																													1
28																																													1
29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

Split History

9/7/2016

ID: 1091

Name: SW 10 St & Natura Blvd / SW 11 Way

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:01:24 AM	2	160	0	112	10	38	20	92	16	32	0	0	0	0	0	0	0	0
9/7/2016	07:04:04 AM	2	160	18	93	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:06:44 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:09:24 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:12:04 AM	2	160	14	97	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:14:44 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:17:24 AM	2	160	0	128	16	16	36	92	16	16	0	0	0	0	0	0	0	0
9/7/2016	07:20:04 AM	2	160	14	97	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:22:44 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:25:24 AM	2	160	9	102	14	35	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:28:04 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:30:44 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:33:24 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:36:04 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:38:44 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:41:24 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:44:04 AM	2	160	10	101	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:46:44 AM	2	160	11	100	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:49:24 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:52:04 AM	2	160	19	92	12	37	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:54:44 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	07:57:24 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	08:00:04 AM	2	161	0	112	16	33	20	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	08:02:44 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	08:05:24 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	08:08:04 AM	2	160	0	114	16	30	22	92	16	30	0	0	0	0	0	0	0	0
9/7/2016	08:10:44 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	08:13:24 AM	2	160	13	98	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	08:16:04 AM	2	160	25	92	16	27	25	92	16	27	0	0	0	0	0	0	0	0
9/7/2016	08:18:44 AM	2	160	21	92	16	31	21	92	16	31	0	0	0	0	0	0	0	0
9/7/2016	08:21:24 AM	2	160	17	99	16	28	24	92	16	28	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1091

Name: SW 10 St & Natura Blvd / SW 11 Way

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:24:04 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:26:44 AM	2	160	15	104	16	25	27	92	16	25	0	0	0	0	0	0	0	0
9/7/2016 08:29:24 AM	2	160	14	97	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:32:04 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:34:44 AM	2	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:37:24 AM	2	160	14	97	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:40:04 AM	2	160	0	116	16	28	24	92	16	28	0	0	0	0	0	0	0	0
9/7/2016 08:42:44 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:45:24 AM	2	160	19	92	14	35	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:48:04 AM	2	160	23	92	16	29	23	92	16	29	0	0	0	0	0	0	0	0
9/7/2016 08:50:44 AM	2	160	24	93	16	27	25	92	14	29	0	0	0	0	0	0	0	0
9/7/2016 08:53:24 AM	2	160	18	110	13	19	36	92	16	16	0	0	0	0	0	0	0	0
9/7/2016 08:56:04 AM	2	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 08:58:44 AM	2	160	14	108	16	22	30	92	14	24	0	0	0	0	0	0	0	0
Average of 45 Cycles :		160	10	103	16	31	21	92	16	31	0	0	0	0	0	0	0	0

Termination Counts

Force off	12	45	40	33	45	45	43	23	0	0	0	0	0	0	0	0	0
Gap	15	0	5	12	0	0	2	22	0	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1091

Name: SW 10 St & Natura Blvd / SW 11 Way

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:01:35 PM	4	160	0	122	16	22	30	92	16	22	0	0	0	0	0	0	0	0
9/7/2016	16:04:15 PM	4	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	16:06:55 PM	4	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	16:09:35 PM	4	160	17	96	16	31	21	92	16	31	0	0	0	0	0	0	0	0
9/7/2016	16:12:15 PM	4	160	22	92	16	30	22	92	16	30	0	0	0	0	0	0	0	0
9/7/2016	16:14:55 PM	4	160	29	92	16	23	29	92	16	23	0	0	0	0	0	0	0	0
9/7/2016	16:17:35 PM	4	160	30	92	16	22	30	92	16	22	0	0	0	0	0	0	0	0
9/7/2016	16:20:15 PM	4	160	25	92	16	27	25	92	16	27	0	0	0	0	0	0	0	0
9/7/2016	16:22:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	16:25:35 PM	4	160	26	92	15	27	26	92	16	26	0	0	0	0	0	0	0	0
9/7/2016	16:28:15 PM	4	160	21	92	16	31	21	92	16	31	0	0	0	0	0	0	0	0
9/7/2016	16:30:55 PM	4	160	21	92	16	31	21	92	16	31	0	0	0	0	0	0	0	0
9/7/2016	16:33:35 PM	4	160	28	92	16	24	28	92	16	24	0	0	0	0	0	0	0	0
9/7/2016	16:36:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	16:38:55 PM	4	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	16:41:35 PM	4	160	24	92	16	28	24	92	16	28	0	0	0	0	0	0	0	0
9/7/2016	16:44:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	16:46:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	16:49:35 PM	4	160	32	92	16	20	32	92	16	20	0	0	0	0	0	0	0	0
9/7/2016	16:52:15 PM	4	160	21	92	16	31	21	92	16	31	0	0	0	0	0	0	0	0
9/7/2016	16:54:55 PM	4	160	18	99	16	27	25	92	16	27	0	0	0	0	0	0	0	0
9/7/2016	16:57:35 PM	4	160	22	99	16	23	29	92	16	23	0	0	0	0	0	0	0	0
9/7/2016	17:00:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:02:55 PM	4	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:05:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:08:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:10:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:13:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:16:15 PM	4	160	18	93	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:18:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:21:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1091

Name: SW 10 St & Natura Blvd / SW 11 Way

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:24:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:26:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:29:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:32:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:34:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:37:35 PM	4	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:40:15 PM	4	160	18	93	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:42:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:45:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:48:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:50:55 PM	4	160	17	94	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:53:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:56:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	17:58:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:01:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:04:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:06:55 PM	4	160	13	98	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:09:35 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:12:15 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:14:55 PM	4	160	14	97	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:17:35 PM	4	160	16	95	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:20:15 PM	4	160	0	111	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:22:55 PM	4	160	0	122	16	22	30	92	16	22	0	0	0	0	0	0	0	0
9/7/2016	18:25:35 PM	4	160	21	99	16	24	28	92	16	24	0	0	0	0	0	0	0	0
9/7/2016	18:28:15 PM	4	160	21	95	16	28	24	92	16	28	0	0	0	0	0	0	0	0
9/7/2016	18:30:55 PM	4	160	17	104	16	23	29	92	16	23	0	0	0	0	0	0	0	0
9/7/2016	18:33:35 PM	4	160	24	95	16	25	27	92	16	25	0	0	0	0	0	0	0	0
9/7/2016	18:36:15 PM	4	160	14	97	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:38:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016	18:41:35 PM	4	160	14	107	16	23	29	92	16	23	0	0	0	0	0	0	0	0
9/7/2016	18:44:15 PM	4	160	0	121	16	23	29	92	16	23	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1091

Name: SW 10 St & Natura Blvd / SW 11 Way

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 18:46:55 PM	4	160	19	92	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 18:49:35 PM	4	160	21	92	16	31	21	92	16	31	0	0	0	0	0	0	0	0
9/7/2016 18:52:15 PM	4	160	15	96	16	33	19	92	16	33	0	0	0	0	0	0	0	0
9/7/2016 18:54:55 PM	4	160	18	96	16	30	22	92	16	30	0	0	0	0	0	0	0	0
9/7/2016 18:57:35 PM	4	160	0	119	16	25	27	92	16	25	0	0	0	0	0	0	0	0
Average of 67 Cycles :		160	17	97	16	30	22	92	16	30	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			40	67	66	41	67	67	67	28	0	0	0	0	0	0	0	0
Gap			17	0	1	26	0	0	0	39	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1265 - SW 10 St & Military Trail (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		30		27		32								
Min Green	5	15	5	6	5	15	5	6								
Gap Ext	2	3	2	3	2	3	2	3								
Max1	20	55	20	35	20	55	20	35								
Max2																
Yellow Clr	5	5	4.5	4.5	5	5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.5	2	2	2	3.5	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/6/2016 1:24:02 PM

Station : 1265 - SW 10 St & Military Trail (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	180	136	12	4	10	50		25	82	26	47	20	87	26	47								
9		3	3	160	149	3	1	10	50		25	66	20	49	25	66	20	49								
15		14	14	180	167	14	3	10	50		21	88	27	44	34	75	14	57								
20		3	3	160	149	3	1	10	50		25	66	20	49	25	66	20	49								
Day Plan 2											**Easy**															
		3	3	160	149	3	1	10	50		25	66	20	49	25	66	20	49								
1		100	254																							
6	30	3	3	160	149	3	1	10	50		25	66	20	49	25	66	20	49								

Day Plan 3											Easy															
		3	3	160	149	3	1	10	50		25	66	20	49	25	66	20	49								
1		100	254																							
6	30	15	15	160	22	15	1	10	50		31	60	20	49	31	60	20	49								
23		100	254																							

Station : 1265 - SW 10 St & Military Trail (Standard File)

Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1						1																											2
9							1							1											1																										2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
19																																													1
20																																													1
21																																													1
22																																													1
23																																													1
24																																													1
25																																													1
26																																													1
27																																													1
28																																													1
29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

Split History

9/7/2016

ID: 1265

Name: SW 10 St & Military Trail

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:02:16 AM	12	180	26	94	19	41	21	99	18	42	0	0	0	0	0	0	0	0
9/7/2016	07:05:16 AM	12	180	26	89	24	41	21	94	22	43	0	0	0	0	0	0	0	0
9/7/2016	07:08:16 AM	12	180	26	83	24	47	21	88	23	48	0	0	0	0	0	0	0	0
9/7/2016	07:11:16 AM	12	180	26	85	24	45	21	90	15	54	0	0	0	0	0	0	0	0
9/7/2016	07:14:16 AM	12	180	26	84	23	47	21	89	22	48	0	0	0	0	0	0	0	0
9/7/2016	07:17:16 AM	12	180	26	83	24	47	21	88	14	57	0	0	0	0	0	0	0	0
9/7/2016	07:20:16 AM	12	180	26	86	24	44	21	91	15	53	0	0	0	0	0	0	0	0
9/7/2016	07:23:16 AM	12	180	26	83	24	47	21	88	18	53	0	0	0	0	0	0	0	0
9/7/2016	07:26:16 AM	12	180	26	83	24	47	21	88	19	52	0	0	0	0	0	0	0	0
9/7/2016	07:29:16 AM	12	180	26	83	21	50	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	07:32:16 AM	12	180	26	83	24	47	21	88	21	50	0	0	0	0	0	0	0	0
9/7/2016	07:35:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	07:38:16 AM	12	180	26	83	24	47	21	88	23	48	0	0	0	0	0	0	0	0
9/7/2016	07:41:16 AM	12	180	26	86	24	44	21	91	23	45	0	0	0	0	0	0	0	0
9/7/2016	07:44:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	07:47:16 AM	12	180	26	83	24	47	21	88	23	48	0	0	0	0	0	0	0	0
9/7/2016	07:50:16 AM	12	180	26	83	24	47	21	88	16	55	0	0	0	0	0	0	0	0
9/7/2016	07:53:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	07:56:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	07:59:16 AM	12	182	26	85	24	47	21	90	22	49	0	0	0	0	0	0	0	0
9/7/2016	08:02:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	08:05:16 AM	12	180	26	83	24	47	21	88	15	56	0	0	0	0	0	0	0	0
9/7/2016	08:08:16 AM	12	180	26	83	24	47	21	88	19	52	0	0	0	0	0	0	0	0
9/7/2016	08:11:16 AM	12	180	26	83	24	47	21	88	22	49	0	0	0	0	0	0	0	0
9/7/2016	08:14:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	08:17:16 AM	12	180	26	83	24	47	21	88	12	59	0	0	0	0	0	0	0	0
9/7/2016	08:20:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	08:23:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016	08:26:16 AM	12	180	26	83	24	47	21	88	20	51	0	0	0	0	0	0	0	0
9/7/2016	08:29:16 AM	12	180	26	83	24	47	21	88	19	52	0	0	0	0	0	0	0	0
9/7/2016	08:32:16 AM	12	180	26	83	24	47	21	88	19	52	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1265

Name: SW 10 St & Military Trail

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:35:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016 08:38:16 AM	12	180	26	83	24	47	21	88	13	58	0	0	0	0	0	0	0	0
9/7/2016 08:41:16 AM	12	180	26	83	24	47	21	88	24	47	0	0	0	0	0	0	0	0
9/7/2016 08:44:16 AM	12	180	26	83	24	47	21	88	19	52	0	0	0	0	0	0	0	0
9/7/2016 08:47:16 AM	12	180	26	83	24	47	21	88	13	58	0	0	0	0	0	0	0	0
9/7/2016 08:50:16 AM	12	180	26	83	24	47	21	88	19	52	0	0	0	0	0	0	0	0
9/7/2016 08:53:16 AM	12	180	26	85	24	45	21	90	24	45	0	0	0	0	0	0	0	0
9/7/2016 08:56:16 AM	12	180	26	83	24	47	21	88	19	52	0	0	0	0	0	0	0	0
9/7/2016 08:59:16 AM	12	180	26	83	24	47	21	88	20	51	0	0	0	0	0	0	0	0
Average of 40 Cycles :		180	26	84	24	47	21	89	20	50	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			40	40	37	32	40	40	12	32	0	0	0	0	0	0	0	0
Gap			0	0	3	8	0	0	28	8	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1265

Name: SW 10 St & Military Trail

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:02:47 PM	14	180	22	89	25	44	30	81	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:05:47 PM	14	180	22	89	25	44	31	80	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:08:47 PM	14	180	22	89	25	44	25	86	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:11:47 PM	14	180	22	89	24	45	28	83	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:14:47 PM	14	180	22	89	25	44	26	85	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:17:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:20:47 PM	14	180	22	101	25	32	34	89	12	45	0	0	0	0	0	0	0	0
9/7/2016	16:23:47 PM	14	180	22	89	25	44	19	92	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:26:47 PM	14	180	22	89	19	50	22	89	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:29:47 PM	14	180	22	89	18	51	23	88	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:32:47 PM	14	180	22	89	25	44	30	81	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:35:47 PM	14	180	22	90	25	43	35	77	12	56	0	0	0	0	0	0	0	0
9/7/2016	16:38:47 PM	14	180	22	90	25	43	26	86	12	56	0	0	0	0	0	0	0	0
9/7/2016	16:41:47 PM	14	180	22	89	25	44	25	86	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:44:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:47:47 PM	14	180	22	89	25	44	26	85	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:50:47 PM	14	180	22	89	25	44	27	84	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:53:47 PM	14	180	22	89	21	48	30	81	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:56:47 PM	14	180	22	89	17	52	28	83	12	57	0	0	0	0	0	0	0	0
9/7/2016	16:59:47 PM	14	180	22	89	25	44	27	84	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:02:47 PM	14	180	22	89	25	44	29	82	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:05:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:08:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:11:47 PM	14	180	22	89	25	44	30	81	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:14:47 PM	14	180	22	89	25	44	31	80	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:17:47 PM	14	180	22	89	24	45	23	88	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:20:47 PM	14	180	22	89	25	44	29	82	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:23:47 PM	14	180	22	89	25	44	33	78	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:26:47 PM	14	180	22	89	23	46	21	90	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:29:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:32:47 PM	14	180	22	89	25	44	32	79	12	57	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1265

Name: SW 10 St & Military Trail

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:35:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:38:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:44:47 PM	14	180	22	89	22	47	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:53:47 PM	14	180	22	89	22	47	31	80	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:56:47 PM	14	180	22	89	24	45	31	80	12	57	0	0	0	0	0	0	0	0
9/7/2016	17:59:47 PM	14	180	22	89	18	51	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:02:47 PM	14	180	22	89	25	44	30	81	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:05:47 PM	14	180	22	89	25	44	29	82	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:08:47 PM	14	180	22	89	25	44	31	80	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:11:47 PM	14	180	22	89	22	47	30	81	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:14:47 PM	14	180	22	89	25	44	27	84	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:17:47 PM	14	180	22	89	25	44	22	89	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:20:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:23:47 PM	14	180	22	89	25	44	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:26:47 PM	14	180	22	89	21	48	28	83	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:29:47 PM	14	180	22	98	19	41	34	86	12	48	0	0	0	0	0	0	0	0
9/7/2016	18:32:47 PM	14	180	22	89	17	52	34	77	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:35:47 PM	14	180	22	90	20	48	30	82	12	56	0	0	0	0	0	0	0	0
9/7/2016	18:38:47 PM	14	180	22	89	19	50	31	80	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:41:47 PM	14	180	22	100	25	33	33	89	12	46	0	0	0	0	0	0	0	0
9/7/2016	18:44:47 PM	14	180	22	89	21	48	31	80	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:47:47 PM	14	180	22	96	25	37	23	95	12	50	0	0	0	0	0	0	0	0
9/7/2016	18:50:47 PM	14	180	22	89	19	50	27	84	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:53:47 PM	14	180	22	89	18	51	24	87	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:56:47 PM	14	180	22	89	23	46	32	79	12	57	0	0	0	0	0	0	0	0
9/7/2016	18:59:47 PM	14	180	22	98	16	44	37	83	12	48	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1265

Name: SW 10 St & Military Trail

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
Average of 57 Cycles :		180	22	90	23	45	30	82	12	56	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			57	57	34	48	11	57	57	48	0	0	0	0	0	0	0	0
Gap			0	0	23	9	46	0	0	9	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1454 - SW 10 St & Newport Center Dr (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	5	5		7										
Ped Clearance		25	26	25		25										
Min Green	4	15	6	6	4	7										
Gap Ext	1.5	3	2	2	2.5	3										
Max1	12	40	20	20	20	40										
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert		4				4										
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call				ON					ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	1	1								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON					
Override Higher Preempt	ON					
Flash in Dwell	ON					
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						1
Min Dwell		8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1						9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2	3	2	4	1
Dwell Cyc Veh 2		6		5		6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1		3	4	2	1	2
Exit 2				6	5	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 1454 - SW 10 St & Newport Center Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	18	2	1	10	50		20	94	22	24	30	84										
9		3	3	160	18	3	1	10	50		20	84	32	24	20	84										
15		14	14	180	30	14	1	10	50		13	99	39	29	23	89										
20		3	3	160	18	3	1	10	50		20	84	32	24	20	84										
Day Plan 2											**Easy**															
		3	3	160	18	3	1	10	50		20	84	32	24	20	84										
1		100	254																							
6	30	3	3	160	18	3	1	10	50		20	84	32	24	20	84										

Day Plan 3											Easy															
		3	3	160	18	3	1	10	50		20	84	32	24	20	84										
1		100	254																							
6	30	15	15	160	133	15	1	10	50		20	84	32	24	20	84										
23		100	254																							

Station : 1454 - SW 10 St & Newport Center Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																												2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1	2

12										1						1																		1	1	1	1	1	1	1			2
13											1		1			1																			1								2
14											1		1	1	1	1	1																				1							2
15											1		1																									1						2
16											1		1				1																										1	2
17																																												1
18																																												1
19																																												1
20																																												1
21																																												1
22																																												1
23																																												1
24																																												1
25																																												1
26																																												1
27																																												1
28																																												1
29																																												1
30																																												1
31																																												1
32																																												1

User Comments:

Split History

9/7/2016

ID: 1454

Name: SW 10 St & Newport Center Dr

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 07:00:18 AM	2	160	0	140	20	0	28	112	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:02:58 AM	2	160	15	116	16	13	22	109	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:05:38 AM	2	160	13	130	17	0	17	126	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:08:18 AM	2	160	18	107	23	12	23	102	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:10:58 AM	2	160	13	114	21	12	18	109	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:13:38 AM	2	160	22	119	0	19	28	113	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:16:18 AM	2	160	0	131	13	16	19	112	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:18:58 AM	2	160	17	115	13	15	25	107	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:21:38 AM	2	160	13	147	0	0	18	142	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:24:18 AM	2	160	17	114	17	12	47	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:26:58 AM	2	160	17	105	23	15	22	100	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:29:38 AM	2	160	21	98	23	18	23	96	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:32:18 AM	2	160	20	104	23	13	28	96	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:34:58 AM	2	160	19	123	0	18	24	118	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:37:38 AM	2	160	18	101	23	18	35	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:40:18 AM	2	160	39	101	0	20	30	110	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:42:58 AM	2	160	29	98	21	12	43	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:45:38 AM	2	160	29	94	14	23	30	93	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:48:18 AM	2	160	26	97	23	14	39	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:50:58 AM	2	160	35	94	13	18	45	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:53:38 AM	2	160	27	94	19	20	37	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:56:18 AM	2	160	34	94	16	16	37	91	0	0	0	0	0	0	0	0	0	0
9/7/2016 07:58:58 AM	2	160	19	94	21	26	29	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:01:38 AM	2	160	33	94	14	19	31	96	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:04:18 AM	2	160	28	94	23	15	38	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:06:58 AM	2	160	18	103	23	16	37	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:09:38 AM	2	160	19	94	23	24	29	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:12:18 AM	2	160	23	102	16	19	41	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:14:58 AM	2	160	20	108	19	13	27	101	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:17:38 AM	2	160	23	94	23	20	29	88	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:20:18 AM	2	160	34	112	0	14	30	116	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1454

Name: SW 10 St & Newport Center Dr

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:22:58 AM	2	160	25	98	23	14	39	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:25:38 AM	2	160	25	98	13	24	26	97	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:28:18 AM	2	160	34	94	20	12	44	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:30:58 AM	2	160	26	94	23	17	31	89	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:33:38 AM	2	160	30	97	16	17	26	101	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:36:18 AM	2	160	11	127	0	22	31	107	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:38:58 AM	2	160	23	96	22	19	35	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:41:38 AM	2	160	18	98	23	21	32	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:44:18 AM	2	160	26	105	15	14	29	102	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:46:58 AM	2	160	28	94	20	18	38	84	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:49:38 AM	2	160	25	96	23	16	29	92	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:52:18 AM	2	160	19	111	18	12	40	90	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:54:58 AM	2	160	23	110	14	13	30	103	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:57:38 AM	2	160	13	120	14	13	25	108	0	0	0	0	0	0	0	0	0	0
Average of 45 Cycles :		160	22	106	17	16	31	97	0	0	0	0	0	0	0	0	0	0

Termination Counts

Force off	11	45	14	2	15	45	0	0	0	0	0	0	0	0	0	0	0
Gap	32	0	25	40	30	0	0	0	0	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1454

Name: SW 10 St & Newport Center Dr

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:00:30 PM	14	180	15	103	40	22	14	104	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:03:30 PM	14	180	0	124	34	22	18	106	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:06:30 PM	14	180	0	111	36	33	19	92	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:12:30 PM	14	180	27	112	20	21	0	139	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:15:30 PM	14	180	12	99	36	33	16	95	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:18:30 PM	14	180	12	99	22	47	16	95	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:21:30 PM	14	180	0	137	27	16	48	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:24:30 PM	14	180	34	101	23	22	19	116	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:27:30 PM	14	180	0	113	17	50	24	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:30:30 PM	14	180	12	99	26	43	22	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:33:30 PM	14	180	12	99	32	37	16	95	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:36:30 PM	14	180	12	99	27	42	13	98	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:39:30 PM	14	180	12	99	36	33	18	93	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:42:30 PM	14	180	12	99	26	43	18	93	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:45:30 PM	14	180	12	99	40	29	22	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:48:30 PM	14	180	11	112	25	32	22	101	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:51:30 PM	14	180	0	138	17	25	13	125	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:54:30 PM	14	180	12	99	28	41	22	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:57:30 PM	14	180	0	111	24	45	15	96	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:00:30 PM	14	180	12	99	24	45	15	96	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:03:30 PM	14	180	12	99	38	31	22	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:06:30 PM	14	180	0	111	40	29	19	92	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:09:30 PM	14	180	12	99	40	29	20	91	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:12:30 PM	14	180	12	99	40	29	19	92	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:15:30 PM	14	180	0	111	40	29	22	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:18:30 PM	14	180	0	111	40	29	22	89	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:21:30 PM	14	180	12	99	30	39	12	99	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:24:30 PM	14	180	0	114	32	34	18	96	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:27:30 PM	14	180	12	99	33	36	19	92	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:30:30 PM	14	180	0	111	38	31	13	98	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:33:30 PM	14	180	12	99	40	29	12	99	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1454

Name: SW 10 St & Newport Center Dr

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 17:36:30 PM	14	180	12	99	40	29	10	101	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:39:30 PM	14	180	12	99	40	29	22	89	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:42:30 PM	14	180	12	99	40	29	10	101	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:45:30 PM	14	180	17	99	40	24	27	89	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:48:30 PM	14	180	24	99	32	25	14	109	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:51:30 PM	14	180	0	121	40	19	11	110	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:54:30 PM	14	180	25	116	23	16	20	121	0	0	0	0	0	0	0	0	0	0
9/7/2016 17:57:30 PM	14	180	18	120	20	22	37	101	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:00:30 PM	14	180	12	99	24	45	18	93	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:03:30 PM	14	180	0	141	17	22	10	131	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:06:30 PM	14	180	14	126	14	26	13	127	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:09:30 PM	14	180	0	111	40	29	20	91	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:12:30 PM	14	180	36	107	14	23	19	124	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:15:30 PM	14	180	0	117	35	28	10	107	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:18:30 PM	14	180	16	99	40	25	24	91	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:21:30 PM	14	180	15	132	12	21	14	133	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:24:30 PM	14	180	35	99	22	24	20	114	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:27:30 PM	14	180	25	126	12	17	16	135	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:30:30 PM	14	180	15	125	19	21	0	140	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:33:30 PM	14	180	0	144	21	15	10	134	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:36:30 PM	14	180	0	147	18	15	17	130	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:39:30 PM	14	180	12	127	24	17	19	120	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:42:30 PM	14	180	24	108	30	18	15	117	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:45:30 PM	14	180	0	132	30	18	16	116	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:48:30 PM	14	180	0	130	31	19	18	112	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:51:30 PM	14	180	14	108	24	34	13	109	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:54:30 PM	14	180	0	148	16	16	15	133	0	0	0	0	0	0	0	0	0	0
9/7/2016 18:57:30 PM	14	180	0	151	12	17	23	128	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1454

Name: SW 10 St & Newport Center Dr

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
Average of 59 Cycles :		180	10	112	29	28	17	105	0	0	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			24	59	15	27	9	59	0	0	0	0	0	0	0	0	0	0
Gap			14	0	44	32	48	0	0	0	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1470 - SW 10 St & I-95 (Standard File)

Phase	1	2 (WT)	3 (WL)	4 (NT)	5 (ST)	6	7	8	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance		12														
Min Green	2	10	5	28	10											
Gap Ext		3	2	3.5	3											
Max1	2	35	24	45	45											
Max2																
Yellow Clr	4.5	4.5	4.5	4	4				3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2				1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON											
Auto Flash Entry					ON											
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call				ON	ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON		ON												
Max Recall		ON														
Ped Recall		ON														
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON					ON
Override Higher Preempt	ON					ON
Flash in Dwell	ON					ON
Link to Preempt						
Delay						
Min Duration						
Min Green		10	10	10	10	
Min Walk						
Ped Clear						
Track Green						
Min Dwell		10	10	10	10	
Max Presence		180	180	180	180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2	5	3	4	
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1		3	1	4	5	
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/21/2016 3:23:33 PM

Station : 1470 - SW 10 St & I-95 (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	9	2	1		50		9	49	24	38	40											
9		3	3	160	24	3	1		50		9	49	24	38	40											
15		14	14	180		14	1		50		11	39	47	38	45											
20		3	3	160	24	3	1		50		9	49	24	38	40											
Day Plan 2											**Easy**															
		3	3	160	24	3	1		50		9	49	24	38	40											
1		100	254																							
6	30	3	3	160	24	3	1		50		9	49	24	38	40											

Day Plan 3											Easy														
		3	3	160	24	3	1		50		9	49	24	38	40										
1		100	254																						
6	30	15	15	160	92	15	1		50		9	49	24	38	40										
23		100	254																						

Station : 1470 - SW 10 St & I-95 (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																												2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1	2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
19																																													1
20																																													1
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28																																													1
29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

Split History

9/7/2016

ID: 1470

Name: SW 10 St & I-95

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	07:00:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:02:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:05:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:08:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:10:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:13:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:16:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:18:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:21:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:24:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:26:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:29:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:32:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:34:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:37:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:40:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:42:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:48:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:50:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:53:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:56:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	07:58:49 AM	2	162	8	51	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:01:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:04:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:06:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:09:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:12:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:14:49 AM	2	160	9	48	24	34	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:17:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:20:09 AM	2	160	9	48	24	34	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	08:22:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0

Split History

9/7/2016

ID: 1470

Name: SW 10 St & I-95

Begin Date/Time: 09/07/2016 7:00 am **End Date/Time:** 09/07/2016 9:00 am

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016 08:25:29 AM	2	160	9	48	24	35	44	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:28:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:30:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:33:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:36:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:38:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:41:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:44:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:46:49 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:49:29 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:52:09 AM	2	160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:54:49 AM	2	160	9	48	24	35	44	0	0	0	0	0	0	0	0	0	0	0
9/7/2016 08:57:29 AM	2	164	9	52	24	39	40	0	0	0	0	0	0	0	0	0	0	0
Average of 44 Cycles :		160	9	48	24	39	40	0	0	0	0	0	0	0	0	0	0	0

Termination Counts

Force off	43	44	44	40	44	0	0	0	0	0	0	0	0	0	0	0	0
Gap	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1470

Name: SW 10 St & I-95

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	16:00:00 PM	14	2	9	-191	42	58	84	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:04:19 PM	14	13	9	-192	43	63	90	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:08:49 PM	14	190	8	40	39	58	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:12:00 PM	14	180	9	40	37	49	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:15:00 PM	14	180	9	40	46	40	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:18:00 PM	14	180	9	40	43	43	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:21:00 PM	14	180	9	40	26	60	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:24:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:27:00 PM	14	180	9	40	37	49	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:30:00 PM	14	180	9	40	39	47	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:33:00 PM	14	180	9	40	28	49	54	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:36:00 PM	14	180	9	40	41	42	47	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:39:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:42:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:45:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:48:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:54:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	16:57:00 PM	14	180	9	40	29	57	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:00:00 PM	14	180	9	40	42	44	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:03:00 PM	14	180	9	40	33	53	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:06:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:09:00 PM	14	180	9	40	44	42	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:12:00 PM	14	180	9	40	31	55	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:15:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:18:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:21:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:24:00 PM	14	180	9	40	36	50	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:27:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:30:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:33:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:39:00 PM	14	180	9	40	44	42	45	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1470

Name: SW 10 St & I-95

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime		Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
9/7/2016	17:42:00 PM	14	180	9	40	40	46	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:45:00 PM	14	180	9	40	35	51	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:48:00 PM	14	180	9	40	22	64	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:51:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:54:00 PM	14	180	9	40	20	60	51	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	17:57:00 PM	14	180	9	40	28	58	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:00:00 PM	14	180	9	40	44	42	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:03:00 PM	14	180	9	40	35	51	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:06:00 PM	14	180	9	40	32	54	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:09:00 PM	14	180	9	40	29	57	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:12:00 PM	14	180	9	40	40	46	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:15:00 PM	14	180	9	40	37	49	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:18:00 PM	14	180	9	40	37	49	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:21:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:24:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:27:00 PM	14	180	9	40	31	55	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:30:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:33:00 PM	14	180	9	40	35	51	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:36:00 PM	14	180	9	40	47	39	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:39:00 PM	14	180	9	40	36	50	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:42:00 PM	14	180	9	40	42	44	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:45:00 PM	14	180	9	40	33	53	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:48:00 PM	14	180	9	40	26	60	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:51:00 PM	14	180	9	40	31	55	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:54:00 PM	14	180	9	40	46	40	45	0	0	0	0	0	0	0	0	0	0	0
9/7/2016	18:57:00 PM	14	180	9	40	28	58	45	0	0	0	0	0	0	0	0	0	0	0

Split History

9/8/2016

ID: 1470

Name: SW 10 St & I-95

Begin Date/Time: 09/07/2016 4:00 pm **End Date/Time:** 09/07/2016 6:59 pm

DateTime	Pattern	Cycle	SP1	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
Average of 57 Cycles :		174	9	32	39	47	47	0	0	0	0	0	0	0	0	0	0	0
Termination Counts																		
Force off			0	57	17	52	57	0	0	0	0	0	0	0	0	0	0	0
Gap			57	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0
Max			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX C

2016 Existing Freeway HCS Operational Analysis

FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1820ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4560	0.95	3	0	1.5	1.2	0.985	1.00	4872
V_{RF}	340	0.97	2	0	1.5	1.2	0.990	1.00	354
V_{FR}	710	0.90	2	0	1.5	1.2	0.990	1.00	797
V_{RR}	0	0.97	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	4872							V =	6023
V_W	1151								
VR	0.191								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1151 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	1540 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1220 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2760 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	709

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5940 veh/h	Weaving intensity factor, W	0.314
Weaving segment capacity, c_w	8666 veh/h	Weaving segment speed, S	54.9 mph
Weaving segment v/c ratio	0.685	Average weaving speed, S_W	56.9 mph
Weaving segment density, D	27.4 pc/mi/ln	Average non-weaving speed, S_{NW}	54.5 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	4445 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 2-Bet Sample Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4900*	veh/h	Peak-Hour Factor, PHF	*0.85*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1950*	pc/h/ln
S	*63.5*	mph
D = v_p / S	*30.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 3-Merge from Sample EB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A	960	☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	2300 ft
V_u =	veh/h	Freeway Volume, V_F	4900	V_D =	425 veh/h
		Ramp Volume, V_R	765		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4900	0.85	Level	3	0	0.985	1.00	5851
Ramp	765	0.91	Level	2	0	0.990	1.00	849
UpStream								
DownStream	425	0.94	Level	2	0	0.990	1.00	457

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 3536 pc/h

V_3 or V_{av34} 2315 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3536 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6700	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4385	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 33.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.538 (Exibit 13-11)

S_R= 54.9 mph (Exhibit 13-11)

S_0= 63.4 mph (Exhibit 13-11)

S = 57.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*		From/To	*Seg 4-Bet Sample EB On & WB On*
Date Performed			Jurisdiction	
Analysis Time Period	*AM*		Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5665*	veh/h	Peak-Hour Factor, PHF	*0.85*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2255*	pc/h/ln
S	*57.1*	mph
D = v_p / S	*39.5*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-Merge from Sample WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A	620	☑ No	☐ Off
L_{up} =	1340 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	765 veh/h	Freeway Volume, V_F	5665	V_D =	veh/h
		Ramp Volume, V_R	425		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5665	0.85	Level	3	0	0.985	1.00	6765
Ramp	425	0.94	Level	2	0	0.990	1.00	457
UpStream	765	0.91	Level	2	0	0.990	1.00	849
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.595 using Equation (Exhibit 13-6)

V_{12} = 4024 pc/h

V_3 or V_{av34} 2741 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 4065 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7222	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4522	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 36.6 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 0.618 (Exibit 13-11)

S_R= 52.7 mph (Exhibit 13-11)

S_0= 61.1 mph (Exhibit 13-11)

S = 55.5 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Sample & 10th St*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5990*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2133*	pc/h/ln
S	*59.9*	mph
D = v_p / S	*35.6*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 7-Diverge to 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	250	L_{down} =	1370 ft
V_u =	veh/h	Freeway Volume, V_F	5990	V_D =	1360 veh/h
		Ramp Volume, V_R	990		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5990	0.95	Level	3	0	0.985	1.00	6400
Ramp	990	0.94	Level	2	0	0.990	1.00	1064
UpStream								
DownStream	1360	0.96	Level	2	0	0.990	1.00	1431

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.551 using Equation (Exhibit 13-7)

V_{12} = 4004 pc/h

V_3 or V_{av34} 2396 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6400	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5336	Exhibit 13-8	7200	No
V_R	1064	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4004	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.4 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.394 (Exhibit 13-12)

S_R = 59.0 mph (Exhibit 13-12)

S_0 = 71.3 mph (Exhibit 13-12)

S = 63.1 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet 10th St Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5000*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1781*	pc/h/ln
S	*66.1*	mph
D = v_p / S	*27.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1345	☑ No	☐ Off
L_{up} =	1370 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	990 veh/h	Freeway Volume, V_F	5000	V_D =	veh/h
		Ramp Volume, V_R	1360		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5000	0.95	Level	3	0	0.985	1.00	5342
Ramp	1360	0.96	Level	2	0	0.990	1.00	1431
UpStream	990	0.94	Level	2	0	0.990	1.00	1064
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2259.60 (Equation 13-6 or 13-7)

P_{FM} = 0.559 using Equation (Exhibit 13-6)

V_{12} = 2986 pc/h

V_3 or V_{av34} 2356 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3052 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6773	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4483	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 31.4 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.532 (Exibit 13-11)

S_R= 55.1 mph (Exhibit 13-11)

S_0= 63.6 mph (Exhibit 13-11)

S = 57.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet 10th St & Hillsboro*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6290*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2240*	pc/h/ln
S	*57.5*	mph
D = v_p / S	*39.0*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-Diverge to Hillsboro EB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	220	L_{down} =	1540 ft
V_u =	veh/h	Freeway Volume, V_F	6290	V_D =	510 veh/h
		Ramp Volume, V_R	670		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6290	0.95	Level	3	0	0.985	1.00	6720
Ramp	670	0.76	Level	2	0	0.990	1.00	890
UpStream								
DownStream	510	0.92	Level	2	0	0.990	1.00	560

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.551 using Equation (Exhibit 13-7)

V_{12} = 4103 pc/h

V_3 or V_{av34} 2617 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6720	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5830	Exhibit 13-8	7200	No
V_R	890	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4103	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.6 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.378 (Exhibit 13-12)

S_R= 59.4 mph (Exhibit 13-12)

S_0= 70.5 mph (Exhibit 13-12)

S = 63.3 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet Hillsboro Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5620*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2002*	pc/h/ln
S	*62.5*	mph
D = v_p / S	*32.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet Hillsboro On & Off
Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	790ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5140	0.95	3	0	1.5	1.2	0.985	1.00	5492
V_{RF}	510	0.92	2	0	1.5	1.2	0.990	1.00	560
V_{FR}	480	0.91	2	0	1.5	1.2	0.990	1.00	533
V_{RR}	0	0.92	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	5492							V =	6585
V_W	1093								
VR	0.166								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1093 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	1314 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	789 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2103 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	347

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6493 veh/h	Weaving intensity factor, W	0.489
Weaving segment capacity, c_w	8433 veh/h	Weaving segment speed, S	53.8 mph
Weaving segment v/c ratio	0.770	Average weaving speed, S_W	51.9 mph
Weaving segment density, D	30.6 pc/mi/ln	Average non-weaving speed, S_{NW}	54.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4191 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-Bet Hillsboro Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5650*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2012*	pc/h/ln
S	*62.4*	mph
D = v_p / S	*32.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 15-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	525	☑ No	☐ Off
L_{up} =	2135 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	480 veh/h	Freeway Volume, V_F	5650	V_D =	veh/h
		Ramp Volume, V_R	660		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5650	0.95	Level	3	0	0.985	1.00	6037
Ramp	660	0.84	Level	2	0	0.990	1.00	794
UpStream	480	0.91	Level	2	0	0.990	1.00	533
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1907.93 (Equation 13-6 or 13-7)

P_{FM} = 0.592 using Equation (Exhibit 13-6)

V_{12} = 3575 pc/h

V_3 or V_{av34} 2462 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3575 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6831	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4369	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 35.9 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

M_S = 0.576 (Exibit 13-11)

S_R= 53.9 mph (Exhibit 13-11)

S_0= 62.5 mph (Exhibit 13-11)

S = 56.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 16-North of Hillsboro*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6300*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2244*	pc/h/ln
S	*57.4*	mph
D = v_p / S	*39.1*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1820ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4260	0.95	3	0	1.5	1.2	0.985	1.00	4551
V_{RF}	400	0.95	2	0	1.5	1.2	0.990	1.00	425
V_{FR}	1480	0.98	2	0	1.5	1.2	0.990	1.00	1525
V_{RR}	0	0.95	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	4551							V =	6501
V_W	1950								
VR	0.300								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1950 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	2339 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1154 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3493 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	663

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6416 veh/h	Weaving intensity factor, W	0.378
Weaving segment capacity, c_w	7883 veh/h	Weaving segment speed, S	50.0 mph
Weaving segment v/c ratio	0.814	Average weaving speed, S_W	54.9 mph
Weaving segment density, D	32.5 pc/mi/ln	Average non-weaving speed, S_{NW}	48.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5583 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 2-Bet Sample Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4660*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1677*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 3-Merge from Sample EB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A	960	☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	2300 ft
V_u =	veh/h	Freeway Volume, V_F	4660	V_D =	335 veh/h
		Ramp Volume, V_R	565		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4660	0.94	Level	3	0	0.985	1.00	5032
Ramp	565	0.97	Level	2	0	0.990	1.00	588
UpStream								
DownStream	335	0.93	Level	2	0	0.990	1.00	364

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 3041 pc/h

V_3 or V_{av34} 1991 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3041 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5620	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3629	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 27.5 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.372 (Exibit 13-11)

S_R= 59.6 mph (Exhibit 13-11)

S_0= 64.6 mph (Exhibit 13-11)

S = 61.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 4-Bet Sample EB On & WB On*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5225*	veh/h	Peak-Hour Factor, PHF	*0.94*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1881*	pc/h/ln
S	*64.6*	mph
D = v_p / S	*29.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-Merge from Sample WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A	620	☑ No	☐ Off
L_{up} =	2150 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	565 veh/h	Freeway Volume, V_F	5225	V_D =	veh/h
		Ramp Volume, V_R	335		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5225	0.94	Level	3	0	0.985	1.00	5642
Ramp	335	0.93	Level	2	0	0.990	1.00	364
UpStream	565	0.97	Level	2	0	0.990	1.00	588
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.595 using Equation (Exhibit 13-6)

V_{12} = 3356 pc/h

V_3 or V_{av34} 2286 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3356 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6006	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3720	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 30.4 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.420 (Exibit 13-11)

S_R= 58.2 mph (Exhibit 13-11)

S_0= 63.6 mph (Exhibit 13-11)

S = 60.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Sample & 10th St*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5660*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2016*	pc/h/ln
S	*62.3*	mph
D = v_p / S	*32.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 7-Diverge to 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	250	L_{down} =	1370 ft
V_u =	veh/h	Freeway Volume, V_F	5660	V_D =	1090 veh/h
		Ramp Volume, V_R	1220		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5660	0.95	Level	3	0	0.985	1.00	6047
Ramp	1220	0.91	Level	2	0	0.990	1.00	1354
UpStream								
DownStream	1090	0.93	Level	2	0	0.990	1.00	1184

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.547 using Equation (Exhibit 13-7)

V_{12} = 3919 pc/h

V_3 or V_{av34} 2128 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6047	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4693	Exhibit 13-8	7200	No
V_R	1354	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3919	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 35.7 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.420 (Exhibit 13-12)

S_R= 58.2 mph (Exhibit 13-12)

S_0= 72.4 mph (Exhibit 13-12)

S = 62.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet 10th St Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4440*	veh/h	Peak-Hour Factor, PHF	*0.98*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1533*	pc/h/ln
S	*68.7*	mph
D = v_p / S	*22.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1345	☑ No	☐ Off
L_{up} =	1370 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1220 veh/h	Freeway Volume, V_F	4440	V_D =	veh/h
		Ramp Volume, V_R	1090		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4440	0.98	Level	3	0	0.985	1.00	4599
Ramp	1090	0.98	Level	2	0	0.990	1.00	1123
UpStream	1220	0.91	Level	2	0	0.990	1.00	1354
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2034.69 (Equation 13-6 or 13-7)

P_{FM} = 0.573 using Equation (Exhibit 13-6)

V_{12} = 2636 pc/h

V_3 or V_{av34} 1963 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2636 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5722	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3759	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 25.8 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.354 (Exibit 13-11)

S_R= 60.1 mph (Exhibit 13-11)

S_0= 64.7 mph (Exhibit 13-11)

S = 61.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet 10th St & Hillsboro*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5550*	veh/h	Peak-Hour Factor, PHF	*0.98*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1916*	pc/h/ln
S	*64.1*	mph
D = v_p / S	*29.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-Diverge to Hillsboro EB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	220	L_{down} =	1560 ft
V_u =	veh/h	Freeway Volume, V_F	5550	V_D =	575 veh/h
		Ramp Volume, V_R	630		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5550	0.98	Level	3	0	0.985	1.00	5748
Ramp	630	0.84	Level	2	0	0.990	1.00	758
UpStream								
DownStream	575	0.90	Level	2	0	0.990	1.00	645

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.581 using Equation (Exhibit 13-7)

V_{12} = 3659 pc/h

V_3 or V_{av34} 2089 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5748	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4990	Exhibit 13-8	7200	No
V_R	758	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3659	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 33.7 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.366 (Exhibit 13-12)

S_R= 59.7 mph (Exhibit 13-12)

S_0= 72.5 mph (Exhibit 13-12)

S = 63.8 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet Hillsboro Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4920*	veh/h	Peak-Hour Factor, PHF	*0.98*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1699*	pc/h/ln
S	*67.1*	mph
D = v_p / S	*25.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet Hillsboro On & Off
Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	790ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4410	0.98	3	0	1.5	1.2	0.985	1.00	4568
V_{RF}	575	0.90	2	0	1.5	1.2	0.990	1.00	645
V_{FR}	510	0.86	2	0	1.5	1.2	0.990	1.00	599
V_{RR}	0	0.92	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	4568							V =	5812
V_W	1244								
VR	0.214								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1244 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	1465 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	599 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2064 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	289

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5732 veh/h	Weaving intensity factor, W	0.482
Weaving segment capacity, c_w	8284 veh/h	Weaving segment speed, S	53.6 mph
Weaving segment v/c ratio	0.692	Average weaving speed, S_W	52.1 mph
Weaving segment density, D	27.1 pc/mi/ln	Average non-weaving speed, S_{NW}	54.1 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	4680 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-Bet Hillsboro Off & On*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4985*	veh/h	Peak-Hour Factor, PHF	*0.98*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1721*	pc/h/ln
S	*66.9*	mph
D = v_p / S	*25.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 15-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	525	☑ No	☐ Off
L_{up} =	2135 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	510 veh/h	Freeway Volume, V_F	4985	V_D =	veh/h
		Ramp Volume, V_R	595		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4985	0.98	Level	3	0	0.985	1.00	5163
Ramp	595	0.93	Level	2	0	0.990	1.00	646
UpStream	510	0.86	Level	2	0	0.990	1.00	599
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1689.23 (Equation 13-6 or 13-7)

P_{FM} = 0.592 using Equation (Exhibit 13-6)

V_{12} = 3058 pc/h

V_3 or V_{av34} 2105 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3058 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5809	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3704	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 30.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.427 (Exibit 13-11)

S_R= 58.0 mph (Exhibit 13-11)

S_0= 64.2 mph (Exhibit 13-11)

S = 60.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 16-North of Hillsboro*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5580*	veh/h	Peak-Hour Factor, PHF	*0.98*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1936*	pc/h/ln
S	*63.7*	mph
D = v_p / S	*30.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4700*	veh/h	Peak-Hour Factor, PHF	*0.96*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1656*	pc/h/ln
S	*67.6*	mph
D = v_p / S	*24.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 2-Diverge to Hillsboro
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	1500	L_{down} =	2175 ft
V_u =	veh/h	Freeway Volume, V_F	4700	V_D =	600 veh/h
		Ramp Volume, V_R	1150		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4700	0.96	Level	3	0	0.985	1.00	4969
Ramp	1150	0.92	Level	2	0	0.990	1.00	1262
UpStream								
DownStream	600	0.88	Level	2	0	0.990	1.00	689

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.578 using Equation (Exhibit 13-7)

V_{12} = 3404 pc/h

V_3 or V_{av34} 1565 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4969	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3707	Exhibit 13-8	7200	No
V_R	1262	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3404	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 20.0 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

D_s = 0.412 (Exhibit 13-12)

S_R= 58.5 mph (Exhibit 13-12)

S_0= 74.6 mph (Exhibit 13-12)

S = 62.7 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3550*	veh/h	Peak-Hour Factor, PHF	*0.96*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1251*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*17.9*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I95/SB
Agency or Company	AECOM	Junction	Seg 4-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A	945	☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	2080 ft
V_u =	veh/h	Freeway Volume, V_F	3550	V_D =	700 veh/h
		Ramp Volume, V_R	600		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3550	0.96	Level	3	0	0.985	1.00	3753
Ramp	600	0.88	Level	2	0	0.990	1.00	689
UpStream								
DownStream	700	0.83	Level	2	0	0.990	1.00	852

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 2267 pc/h

V_3 or V_{av34} 1486 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2267 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4442	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	2956	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 22.3 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.301 (Exibit 13-11)

S_R= 61.6 mph (Exhibit 13-11)

S_0= 66.5 mph (Exhibit 13-11)

S = 63.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet WB On & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4150*	veh/h	Peak-Hour Factor, PHF	*0.96*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1463*	pc/h/ln
S	*69.2*	mph
D = v_p / S	*21.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro EB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A	600	☑ No	☐ Off
L_{up} =	2080 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	600 veh/h	Freeway Volume, V_F	4150	V_D =	veh/h
		Ramp Volume, V_R	700		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4150	0.96	Level	3	0	0.985	1.00	4388
Ramp	700	0.83	Level	2	0	0.990	1.00	852
UpStream	600	0.88	Level	2	0	0.990	1.00	689
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.594 using Equation (Exhibit 13-6)

V_{12} = 2608 pc/h

V_3 or V_{av34} 1780 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2608 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5240	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3460	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 28.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.385 (Exibit 13-11)

S_R= 59.2 mph (Exhibit 13-11)

S_0= 65.4 mph (Exhibit 13-11)

S = 61.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 7-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	180	L_{down} =	2210 ft
V_u =	veh/h	Freeway Volume, V_F	4810	V_D =	1180 veh/h
		Ramp Volume, V_R	910		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4810	0.96	Level	3	0	0.985	1.00	5086
Ramp	910	0.90	Level	2	0	0.990	1.00	1021
UpStream								
DownStream	1180	0.98	Level	2	0	0.990	1.00	1216

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.586 using Equation (Exhibit 13-7)

V_{12} = 3403 pc/h

V_3 or V_{av34} 1683 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5086	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4065	Exhibit 13-8	7200	No
V_R	1021	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3403	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 31.9 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.390 (Exhibit 13-12)

S_R= 59.1 mph (Exhibit 13-12)

S_0= 74.1 mph (Exhibit 13-12)

S = 63.3 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 8-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3900*	veh/h	Peak-Hour Factor, PHF	*0.96*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1374*	pc/h/ln
S	*69.6*	mph
D = v_p / S	*19.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 9-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1500	☑ No	☐ Off
L_{up} =	2210 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	910 veh/h	Freeway Volume, V_F	3900	V_D =	veh/h
		Ramp Volume, V_R	1180		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3900	0.96	Level	3	0	0.985	1.00	4123
Ramp	1180	0.98	Level	2	0	0.990	1.00	1216
UpStream	910	0.90	Level	2	0	0.990	1.00	1021
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2021.55 (Equation 13-6 or 13-7)

P_{FM} = 0.619 using Equation (Exhibit 13-6)

V_{12} = 2554 pc/h

V_3 or V_{av34} 1569 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2554 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5339	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3770	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 24.9 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.340 (Exibit 13-11)

S_R= 60.5 mph (Exhibit 13-11)

S_0= 66.2 mph (Exhibit 13-11)

S = 62.0 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 10-Bet 10th St & Sample Rd*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5020*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1788*	pc/h/ln
S	*66.0*	mph
D = v_p / S	*27.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 11- Diverge to Sample Rd
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	250	L_{down} =	1660 ft
V_u =	veh/h	Freeway Volume, V_F	5020	V_D =	825 veh/h
		Ramp Volume, V_R	790		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5020	0.96	Level	3	0	0.985	1.00	5308
Ramp	790	0.97	Level	2	0	0.990	1.00	823
UpStream								
DownStream	825	0.84	Level	2	0	0.990	1.00	992

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.589 using Equation (Exhibit 13-7)

V_{12} = 3467 pc/h

V_3 or V_{av34} 1841 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5308	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4485	Exhibit 13-8	7200	No
V_R	823	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3467	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 31.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.372 (Exhibit 13-12)

S_R= 59.6 mph (Exhibit 13-12)

S_0= 73.5 mph (Exhibit 13-12)

S = 63.8 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 12-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4230*	veh/h	Peak-Hour Factor, PHF	*0.96*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1491*	pc/h/ln
S	*69.0*	mph
D = v_p / S	*21.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 13-Merge from Sample Rd WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 3	☑ Yes ☑ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☐ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A: 990	L_{down} = 2400 ft
V_u = veh/h	Deceleration Lane Length L_D:	V_D = 835 veh/h
	Freeway Volume, V_F: 4230	
	Ramp Volume, V_R: 825	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 50.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4230	0.96	Level	3	0	0.985	1.00	4472
Ramp	825	0.84	Level	2	0	0.990	1.00	992
UpStream								
DownStream	835	0.88	Level	2	0	0.990	1.00	958

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.605 using Equation (Exhibit 13-6)

V_{12} = 2707 pc/h

V_3 or V_{av34} 1765 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2707 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5464	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3699	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 27.7 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.380 (Exibit 13-11)

S_R= 59.4 mph (Exhibit 13-11)

S_0= 65.4 mph (Exhibit 13-11)

S = 61.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 14-Bet WB & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5055*	veh/h	Peak-Hour Factor, PHF	*0.96*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1782*	pc/h/ln
S	*66.1*	mph
D = v_p / S	*27.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 15- Bet Sample & Copans
Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1410ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4275	0.95	3	0	1.5	1.2	0.985	1.00	4568
V_{RF}	835	0.88	2	0	1.5	1.2	0.990	1.00	958
V_{FR}	590	0.88	2	0	1.5	1.2	0.990	1.00	677
V_{RR}	0	0.88	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	4568							V =	6203
V_W	1635								
VR	0.264								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1635 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	1968 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	935 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2903 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	515

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6120 veh/h	Weaving intensity factor, W	0.400
Weaving segment capacity, c_w	8315 veh/h	Weaving segment speed, S	51.7 mph
Weaving segment v/c ratio	0.736	Average weaving speed, S_W	54.3 mph
Weaving segment density, D	30.0 pc/mi/ln	Average non-weaving speed, S_{NW}	50.8 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5197 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5750*	veh/h	Peak-Hour Factor, PHF	*0.96*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2026*	pc/h/ln
S	*62.1*	mph
D = v_p / S	*32.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 2-Diverge to Hillsboro
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	1500	L_{down} =	2175 ft
V_u =	veh/h	Freeway Volume, V_F	5750	V_D =	750 veh/h
		Ramp Volume, V_R	1000		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5750	0.96	Level	3	0	0.985	1.00	6079
Ramp	1000	0.97	Level	2	0	0.990	1.00	1041
UpStream								
DownStream	750	0.89	Level	2	0	0.990	1.00	851

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.560 using Equation (Exhibit 13-7)

V_{12} = 3863 pc/h

V_3 or V_{av34} 2216 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6079	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5038	Exhibit 13-8	7200	No
V_R	1041	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3863	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 24.0 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

D_s = 0.392 (Exhibit 13-12)

S_R= 59.0 mph (Exhibit 13-12)

S_0= 72.0 mph (Exhibit 13-12)

S = 63.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4750*	veh/h	Peak-Hour Factor, PHF	*0.96*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1674*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A	945	☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	2080 ft
V_u =	veh/h	Freeway Volume, V_F	4750	V_D =	670 veh/h
		Ramp Volume, V_R	750		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4750	0.96	Level	3	0	0.985	1.00	5022
Ramp	750	0.89	Level	2	0	0.990	1.00	851
UpStream								
DownStream	670	0.94	Level	2	0	0.990	1.00	720

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 3033 pc/h

V_3 or V_{av34} 1989 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3033 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5873	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3884	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 29.5 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.416 (Exibit 13-11)

S_R= 58.3 mph (Exhibit 13-11)

S_0= 64.6 mph (Exhibit 13-11)

S = 60.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet WB On & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5500*	veh/h	Peak-Hour Factor, PHF	*0.96*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1938*	pc/h/ln
S	*63.7*	mph
D = v_p / S	*30.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro EB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A	600	☑ No	☐ Off
L_{up} =	2080 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	750 veh/h	Freeway Volume, V_F	5500	V_D =	veh/h
		Ramp Volume, V_R	670		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5500	0.96	Level	3	0	0.985	1.00	5815
Ramp	670	0.94	Level	2	0	0.990	1.00	720
UpStream	750	0.89	Level	2	0	0.990	1.00	851
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.594 using Equation (Exhibit 13-6)

V_{12} = 3456 pc/h

V_3 or V_{av34} 2359 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3456 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6535	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4176	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 34.0 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.515 (Exibit 13-11)

S_R= 55.6 mph (Exhibit 13-11)

S_0= 63.1 mph (Exhibit 13-11)

S = 58.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 7-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	180	L_{down} =	2210 ft
V_u =	veh/h	Freeway Volume, V_F	6110	V_D =	1170 veh/h
		Ramp Volume, V_R	960		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6110	0.96	Level	3	0	0.985	1.00	6460
Ramp	960	0.86	Level	2	0	0.990	1.00	1127
UpStream								
DownStream	1170	0.71	Level	2	0	0.990	1.00	1664

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.547 using Equation (Exhibit 13-7)

V_{12} = 4042 pc/h

V_3 or V_{av34} 2418 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6460	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5333	Exhibit 13-8	7200	No
V_R	1127	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4042	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.4 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.399 (Exhibit 13-12)

S_R= 58.8 mph (Exhibit 13-12)

S_0= 71.3 mph (Exhibit 13-12)

S = 62.9 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 8-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5150*	veh/h	Peak-Hour Factor, PHF	*0.96*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1815*	pc/h/ln
S	*65.6*	mph
D = v_p / S	*27.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 9-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1500	☑ No	☐ Off
L_{up} =	2210 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	960 veh/h	Freeway Volume, V_F	5150	V_D =	veh/h
		Ramp Volume, V_R	1170		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5150	0.96	Level	3	0	0.985	1.00	5445
Ramp	1170	0.71	Level	2	0	0.990	1.00	1664
UpStream	960	0.86	Level	2	0	0.990	1.00	1127
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2400.33 (Equation 13-6 or 13-7)

P_{FM} = 0.607 using Equation (Exhibit 13-6)

V_{12} = 3307 pc/h

V_3 or V_{av34} 2138 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3307 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7109	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4971	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 34.1 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.733 (Exibit 13-11)

S_R= 49.5 mph (Exhibit 13-11)

S_0= 64.1 mph (Exhibit 13-11)

S = 53.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*		From/To	*Seg 10-Bet 10th St & Sample Rd*
Date Performed			Jurisdiction	
Analysis Time Period	*PM*		Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6280*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f_{LW}		mph
Number of Lanes, N	*3*		f_{LC}		mph
Total Ramp Density, TRD		ramps/mi	TRD Adjustment		mph
FFS (measured)	*70.0*	mph	FFS	*70.0*	mph
Base free-flow Speed, BFFS		mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2237*	pc/h/ln	Design LOS	
S	*57.5*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*38.9*	pc/mi/ln	S	mph
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 11- Diverge to Sample Rd
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	250	L_{down} =	1660 ft
V_u =	veh/h	Freeway Volume, V_F	6280	V_D =	750 veh/h
		Ramp Volume, V_R	990		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6280	0.99	Level	3	0	0.985	1.00	6439
Ramp	990	0.91	Level	2	0	0.990	1.00	1099
UpStream								
DownStream	750	0.89	Level	2	0	0.990	1.00	851

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.548 using Equation (Exhibit 13-7)

V_{12} = 4028 pc/h

V_3 or V_{av34} 2411 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6439	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5340	Exhibit 13-8	7200	No
V_R	1099	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4028	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.6 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.397 (Exhibit 13-12)

S_R= 58.9 mph (Exhibit 13-12)

S_0= 71.3 mph (Exhibit 13-12)

S = 63.0 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 12-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5290*	veh/h	Peak-Hour Factor, PHF	*0.99*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1808*	pc/h/ln
S	*65.7*	mph
D = v_p / S	*27.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 13-Merge from Sample Rd WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☐ Yes ☐ On	Freeway Number of Lanes, N: 3	☑ Yes ☑ On
☑ No ☐ Off	Ramp Number of Lanes, N: 1	☐ No ☐ Off
L_{up} = ft	Acceleration Lane Length, L_A: 990	L_{down} = 2400 ft
V_u = veh/h	Deceleration Lane Length L_D:	V_D = 570 veh/h
	Freeway Volume, V_F: 5290	
	Ramp Volume, V_R: 750	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 50.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5290	0.99	Level	3	0	0.985	1.00	5424
Ramp	750	0.89	Level	2	0	0.990	1.00	851
UpStream								
DownStream	570	0.91	Level	2	0	0.990	1.00	633

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.605 using Equation (Exhibit 13-6)

V_{12} = 3283 pc/h

V_3 or V_{av34} 2141 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3283 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6275	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4134	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 31.1 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.465 (Exibit 13-11)

S_R= 57.0 mph (Exhibit 13-11)

S_0= 64.1 mph (Exhibit 13-11)

S = 59.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 14-Bet WB & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*EXISTING 2015/2016*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6040*	veh/h	Peak-Hour Factor, PHF	*0.99*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2064*	pc/h/ln
S	*61.3*	mph
D = v_p / S	*33.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 15- Bet Sample & Copans
Analysis Year	EXISTING 2015/2016

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1410ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5370	0.95	3	0	1.5	1.2	0.985	1.00	5737
V_{RF}	570	0.91	2	0	1.5	1.2	0.990	1.00	633
V_{FR}	620	0.87	2	0	1.5	1.2	0.990	1.00	720
V_{RR}	0	0.91	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	5737							V =	7090
V_W	1353								
VR	0.191								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1353 lc/h
Interchange density, ID	0.8 int/mi	Weaving lane changes, LC_W	1686 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1176 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2862 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	647

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6992 veh/h	Weaving intensity factor, W	0.395
Weaving segment capacity, c_w	8544 veh/h	Weaving segment speed, S	52.2 mph
Weaving segment v/c ratio	0.818	Average weaving speed, S_W	54.4 mph
Weaving segment density, D	33.9 pc/mi/ln	Average non-weaving speed, S_{NW}	51.8 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4443 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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APPENDIX D

2016 Existing Synchro Intersection Analysis

Queues

1: SW 12th Avenue & Hillsboro Boulevard

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	2016	300	1279	468	89	142	163	21	22	21
v/c Ratio	1.02	0.67	0.70	0.44	0.42	0.25	0.74	0.34	0.27	0.28	0.06
Control Delay	125.4	24.5	84.9	14.9	4.5	66.4	91.2	16.9	81.5	81.6	0.3
Queue Delay	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.4	24.5	84.9	15.1	4.7	66.4	91.2	16.9	81.5	81.6	0.3
Queue Length 50th (ft)	~284	496	151	239	80	44	147	41	23	24	0
Queue Length 95th (ft)	#479	665	m198	305	m159	72	218	101	55	57	0
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	259	2990	504	2909	1173	514	279	516	147	151	334
Starvation Cap Reductn	0	0	0	681	210	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.67	0.60	0.57	0.49	0.17	0.51	0.32	0.14	0.15	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1760	155	285	1215	445	85	135	155	30	10	20
Future Volume (vph)	250	1760	155	285	1215	445	85	135	155	30	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1770	5024		3433	5085	1583	3433	1863	1583	1681	1726	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1770	5024		3433	5085	1583	3433	1863	1583	1681	1726	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	263	1853	163	300	1279	468	89	142	163	32	11	21
RTOR Reduction (vph)	0	5	0	0	0	80	0	0	88	0	0	17
Lane Group Flow (vph)	263	2011	0	300	1279	388	89	142	75	21	22	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	21.5	93.1		18.0	89.6	97.0	16.5	16.5	34.5	7.4	7.4	28.9
Effective Green, g (s)	23.5	95.1		20.0	91.6	101.0	16.5	16.5	34.5	7.4	7.4	28.9
Actuated g/C Ratio	0.15	0.59		0.12	0.57	0.63	0.10	0.10	0.22	0.05	0.05	0.18
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	259	2986		429	2911	999	354	192	341	77	79	285
v/s Ratio Prot	c0.15	c0.40		0.09	0.25	c0.02	0.03	c0.08	0.02	0.01	0.01	0.00
v/s Ratio Perm						0.22			0.02			0.00
v/c Ratio	1.02	0.67		0.70	0.44	0.39	0.25	0.74	0.22	0.27	0.28	0.01
Uniform Delay, d1	68.2	21.9		67.1	19.5	14.4	66.1	69.7	51.7	73.7	73.7	53.8
Progression Factor	1.00	1.00		1.15	0.71	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	59.9	1.2		3.4	0.4	0.1	0.1	12.1	0.1	0.7	0.7	0.0
Delay (s)	128.2	23.2		80.8	14.4	7.6	66.2	81.7	51.8	74.4	74.4	53.8
Level of Service	F	C		F	B	A	E	F	D	E	E	D
Approach Delay (s)		35.3			22.5			65.8			67.7	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1311	737	1342	505	705
v/c Ratio	0.26	0.47	0.41	0.95	0.84
Control Delay	0.1	2.7	14.5	81.8	62.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	2.7	14.5	81.8	62.2
Queue Length 50th (ft)	0	35	289	513	389
Queue Length 95th (ft)	0	71	m262	#733	480
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	3264	547	862
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.47	0.41	0.92	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1245	700	0	1275	0	480	0	670	0	0
Future Volume (vph)	0	1245	700	0	1275	0	480	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1311	737	0	1342	0	505	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1311	737	0	1342	0	505	0	705	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		100.7		46.3		46.3		
Effective Green, g (s)		160.0	160.0		102.7		48.3		48.3		
Actuated g/C Ratio		1.00	1.00		0.64		0.30		0.30		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		3263		534		841		
v/s Ratio Prot		0.26			0.26		c0.29		0.25		
v/s Ratio Perm			c0.47								
v/c Ratio		0.26	0.47		0.41		0.95		0.84		
Uniform Delay, d1		0.0	0.0		13.9		54.6		52.2		
Progression Factor		1.00	1.00		1.00		1.00		1.00		
Incremental Delay, d2		0.1	0.8		0.3		25.8		7.2		
Delay (s)		0.1	0.8		14.3		80.4		59.4		
Level of Service		A	A		B		F		E		
Approach Delay (s)		0.3			14.3			68.2		0.0	
Approach LOS		A			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	284	1600	100	74	1763	416	89	132	32	5	63
v/c Ratio	1.10	0.47	0.09	0.53	0.58	2.04	0.53	0.50	0.25	0.06	0.35
Control Delay	138.2	19.2	2.8	84.0	21.1	513.1	81.2	16.8	60.0	72.0	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.2	19.2	2.8	84.0	21.1	513.1	81.2	16.8	60.0	72.0	5.8
Queue Length 50th (ft)	~338	372	10	76	401	~614	91	0	29	5	0
Queue Length 95th (ft)	m#505	455	m21	130	494	#784	152	68	60	20	4
Internal Link Dist (ft)		496			631		513			404	
Turn Bay Length (ft)	150		150	100		125					340
Base Capacity (vph)	259	3404	1094	204	3038	204	465	494	207	465	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.47	0.09	0.36	0.58	2.04	0.19	0.27	0.15	0.01	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	1520	95	70	1600	75	395	85	125	30	5	60
Future Volume (vph)	270	1520	95	70	1600	75	395	85	125	30	5	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5051		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.39	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5051		731	1863	1583	1303	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	284	1600	100	74	1684	79	416	89	132	32	5	63
RTOR Reduction (vph)	0	0	34	0	2	0	0	0	120	0	0	60
Lane Group Flow (vph)	284	1600	66	74	1761	0	416	89	12	32	5	3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	21.5	103.9	103.9	10.6	93.0		26.5	14.5	14.5	12.5	6.5	6.5
Effective Green, g (s)	23.5	105.9	105.9	12.6	95.0		26.5	14.5	14.5	12.5	6.5	6.5
Actuated g/C Ratio	0.15	0.66	0.66	0.08	0.59		0.17	0.09	0.09	0.08	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	259	3365	1047	139	2999		211	168	143	119	75	64
v/s Ratio Prot	c0.16	0.31		0.04	c0.35		c0.17	0.05		0.01	0.00	
v/s Ratio Perm			0.04				c0.15		0.01	0.01		0.00
v/c Ratio	1.10	0.48	0.06	0.53	0.59		1.97	0.53	0.08	0.27	0.07	0.04
Uniform Delay, d1	68.2	13.3	9.5	70.9	20.3		64.8	69.5	66.7	69.2	73.8	73.8
Progression Factor	0.89	1.35	1.38	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	83.5	0.5	0.1	2.0	0.8		453.9	1.4	0.1	0.4	0.1	0.1
Delay (s)	144.2	18.5	13.3	72.8	21.1		518.7	70.9	66.8	69.7	74.0	73.8
Level of Service	F	B	B	E	C		F	E	E	E	E	E
Approach Delay (s)		36.3			23.2			362.5			72.5	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	77.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: SW 12th Avenue & Hillsboro Boulevard

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	1952	223	2021	53	213	11	303	246	254	319
v/c Ratio	0.34	0.77	0.62	0.74	0.04	0.70	0.07	0.77	0.85	0.86	0.77
Control Delay	76.6	36.4	93.6	21.3	0.3	82.7	65.7	58.3	89.2	90.2	42.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	36.4	93.6	21.5	0.3	82.7	65.7	58.3	89.2	90.2	42.1
Queue Length 50th (ft)	44	602	125	258	0	113	11	239	265	274	196
Queue Length 95th (ft)	86	772	173	838	m3	156	32	339	361	371	244
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	215	2536	418	2717	1260	429	232	423	357	364	487
Starvation Cap Reductn	0	0	0	139	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.77	0.53	0.78	0.04	0.50	0.05	0.72	0.69	0.70	0.66

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1715	120	210	1900	50	200	10	285	380	90	300
Future Volume (vph)	40	1715	120	210	1900	50	200	10	285	380	90	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5035		3433	5085	1583	3433	1863	1583	1681	1716	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5035		3433	5085	1583	3433	1863	1583	1681	1716	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	43	1824	128	223	2021	53	213	11	303	404	96	319
RTOR Reduction (vph)	0	4	0	0	0	15	0	0	53	0	0	50
Lane Group Flow (vph)	43	1948	0	223	2021	38	213	11	250	246	254	269
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	9.6	78.4		14.7	83.5	111.1	14.3	14.3	29.0	27.6	27.6	37.2
Effective Green, g (s)	11.6	80.4		16.7	85.5	115.1	14.3	14.3	29.0	27.6	27.6	37.2
Actuated g/C Ratio	0.07	0.50		0.10	0.53	0.72	0.09	0.09	0.18	0.17	0.17	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	128	2530		358	2717	1138	306	166	286	289	296	368
v/s Ratio Prot	0.02	c0.39		0.06	c0.40	0.01	0.06	0.01	c0.08	0.15	c0.15	0.04
v/s Ratio Perm						0.02			0.08			0.13
v/c Ratio	0.34	0.77		0.62	0.74	0.03	0.70	0.07	0.87	0.85	0.86	0.73
Uniform Delay, d1	70.5	32.3		68.6	28.8	6.5	70.7	66.7	63.7	64.2	64.3	56.8
Progression Factor	1.00	1.00		1.27	0.64	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	2.3		2.0	1.6	0.0	5.5	0.1	23.5	20.0	20.4	6.3
Delay (s)	71.1	34.6		89.3	19.9	1.7	76.2	66.8	87.2	84.2	84.7	63.1
Level of Service	E	C		F	B	A	E	E	F	F	F	E
Approach Delay (s)		35.4			26.2			82.4			76.1	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1819	713	1777	543	521
v/c Ratio	0.36	0.45	0.57	0.92	0.56
Control Delay	0.1	0.6	19.4	72.8	45.9
Queue Delay	0.0	0.0	0.1	0.0	0.0
Total Delay	0.1	0.6	19.4	72.8	45.9
Queue Length 50th (ft)	0	0	494	531	246
Queue Length 95th (ft)	0	0	500	#738	312
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	3103	625	984
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	236	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.45	0.62	0.87	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1710	670	0	1670	0	510	0	490	0	0
Future Volume (vph)	0	1710	670	0	1670	0	510	0	490	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1819	713	0	1777	0	543	0	521	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1819	713	0	1777	0	543	0	521	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		95.6		51.4		51.4		
Effective Green, g (s)		160.0	160.0		97.6		53.4		53.4		
Actuated g/C Ratio		1.00	1.00		0.61		0.33		0.33		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		3101		590		930		
v/s Ratio Prot		0.36			c0.35		c0.31		0.19		
v/s Ratio Perm			0.45								
v/c Ratio		0.36	0.45		0.57		0.92		0.56		
Uniform Delay, d1		0.0	0.0		18.7		51.3		43.7		
Progression Factor		1.00	1.00		0.97		1.00		1.00		
Incremental Delay, d2		0.1	0.6		0.7		19.8		0.6		
Delay (s)		0.1	0.6		18.8		71.1		44.3		
Level of Service		A	A		B		E		D		
Approach Delay (s)		0.3			18.8			58.0		0.0	
Approach LOS		A			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	79	2063	253	121	2110	263	11	116	111	53	284
v/c Ratio	0.54	0.70	0.26	0.71	0.70	0.86	0.05	0.41	0.47	0.41	0.86
Control Delay	85.5	23.9	8.7	92.4	25.5	81.6	62.4	14.3	56.4	78.8	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	23.9	8.7	92.4	25.5	81.6	62.4	14.3	56.4	78.8	39.3
Queue Length 50th (ft)	78	528	62	124	527	255	11	0	98	55	50
Queue Length 95th (ft)	m126	667	m115	197	730	#333	31	61	145	97	155
Internal Link Dist (ft)		496			631		513			396	
Turn Bay Length (ft)	150		150	100		125					340
Base Capacity (vph)	193	2951	963	193	3014	308	465	482	317	465	572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.70	0.26	0.63	0.70	0.85	0.02	0.24	0.35	0.11	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1960	240	115	1985	20	250	10	110	105	50	270
Future Volume (vph)	75	1960	240	115	1985	20	250	10	110	105	50	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5078		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.47	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5078		876	1863	1583	1398	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	2063	253	121	2089	21	263	11	116	111	53	284
RTOR Reduction (vph)	0	0	45	0	0	0	0	0	103	0	0	219
Lane Group Flow (vph)	79	2063	208	121	2110	0	263	11	13	111	53	65
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	11.3	90.8	90.8	13.4	92.9		36.8	18.0	18.0	24.0	11.2	11.2
Effective Green, g (s)	13.3	92.8	92.8	15.4	94.9		36.8	18.0	18.0	24.0	11.2	11.2
Actuated g/C Ratio	0.08	0.58	0.58	0.10	0.59		0.23	0.11	0.11	0.15	0.07	0.07
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	147	2949	918	170	3011		310	209	178	239	130	110
v/s Ratio Prot	0.04	0.41		c0.07	c0.42		c0.10	0.01		0.04	0.03	
v/s Ratio Perm			0.13				c0.09		0.01	0.03		0.04
v/c Ratio	0.54	0.70	0.23	0.71	0.70		0.85	0.05	0.07	0.46	0.41	0.59
Uniform Delay, d1	70.4	23.7	16.3	70.1	22.7		56.4	63.4	63.5	61.7	71.2	72.2
Progression Factor	1.04	0.90	0.76	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	1.3	0.6	11.1	1.4		18.3	0.0	0.1	0.5	0.8	5.1
Delay (s)	75.3	22.7	13.0	81.2	24.0		74.6	63.4	63.6	62.2	72.0	77.2
Level of Service	E	C	B	F	C		E	E	E	E	E	E
Approach Delay (s)		23.4			27.1			71.0			72.9	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	292	2172	89	302	1313	297	167	797	594	448	557	260
v/c Ratio	0.83	0.94	0.11	1.13	0.86	0.38	0.58	0.95	1.26	1.09	0.58	0.47
Control Delay	99.3	55.1	2.7	163.6	53.0	16.0	87.2	88.4	176.1	140.9	59.8	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	55.1	2.7	163.6	53.0	16.0	87.2	88.4	176.1	140.9	59.8	22.0
Queue Length 50th (ft)	177	886	0	~211	735	99	100	494	~760	~305	301	87
Queue Length 95th (ft)	#248	952	23	#318	837	182	140	#625	#1012	#426	380	188
Internal Link Dist (ft)		1380			1200			569			457	
Turn Bay Length (ft)	280		500	275			300		300	300		200
Base Capacity (vph)	356	2322	781	268	1532	779	411	837	470	411	964	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.94	0.11	1.13	0.86	0.38	0.41	0.95	1.26	1.09	0.58	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	2085	85	290	1260	285	160	765	570	430	535	250
Future Volume (vph)	280	2085	85	290	1260	285	160	765	570	430	535	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	4.8	4.8	5.9	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	292	2172	89	302	1312	297	167	797	594	448	557	260
RTOR Reduction (vph)	0	0	48	0	0	94	0	0	96	0	0	122
Lane Group Flow (vph)	292	2172	41	302	1313	203	167	797	498	448	557	138
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.4	80.2	80.2	12.1	75.9	75.9	13.1	40.6	40.6	19.6	47.1	47.1
Effective Green, g (s)	18.4	82.2	82.2	14.1	77.9	77.9	15.1	42.6	42.6	21.6	49.1	49.1
Actuated g/C Ratio	0.10	0.46	0.46	0.08	0.43	0.43	0.08	0.24	0.24	0.12	0.27	0.27
Clearance Time (s)	8.3	6.8	6.8	7.9	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	350	2322	722	268	1531	685	287	837	374	411	965	431
v/s Ratio Prot	0.09	c0.43		c0.09	0.37		0.05	0.23		c0.13	0.16	
v/s Ratio Perm			0.03			0.13			c0.31			0.09
v/c Ratio	0.83	0.94	0.06	1.13	0.86	0.30	0.58	0.95	1.33	1.09	0.58	0.32
Uniform Delay, d1	79.3	46.4	27.3	83.0	46.0	33.2	79.4	67.7	68.7	79.2	56.5	52.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.0	8.7	0.1	93.5	6.4	1.1	1.9	20.3	166.3	70.8	0.8	0.4
Delay (s)	94.3	55.0	27.4	176.5	52.5	34.3	81.3	88.0	235.0	150.0	57.3	52.6
Level of Service	F	E	C	F	D	C	F	F	F	F	E	D
Approach Delay (s)		58.6			69.2			143.3			89.2	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	84.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	273	2907	330	1758	314	31	31	98	23	23	82
v/c Ratio	0.95	0.75	1.17	0.51	0.28	0.38	0.37	0.45	0.38	0.33	0.39
Control Delay	74.7	23.9	160.9	11.3	2.0	86.5	85.8	7.9	90.8	85.0	5.3
Queue Delay	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	24.0	160.9	11.4	2.0	86.5	85.8	7.9	90.8	85.0	5.3
Queue Length 50th (ft)	155	593	~410	208	10	33	33	0	25	25	0
Queue Length 95th (ft)	#361	707	#618	328	41	73	72	9	58	58	0
Internal Link Dist (ft)		700		595			420			170	
Turn Bay Length (ft)	600		550		295	100					
Base Capacity (vph)	287	3856	283	3440	1132	168	171	292	140	162	292
Starvation Cap Reductn	0	0	0	560	0	0	0	0	0	0	0
Spillback Cap Reductn	0	180	0	0	0	0	0	3	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.79	1.17	0.61	0.28	0.18	0.18	0.34	0.16	0.14	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	2370	450	320	1705	305	50	10	95	35	10	80
Future Volume (vph)	265	2370	450	320	1705	305	50	10	95	35	10	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	6.0	6.0	6.0	5.7	5.7	5.7
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1736	6254		1770	5085	1524	1681	1712	1583	1225	1422	1392
Flt Permitted	0.11	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	192	6254		1770	5085	1524	1681	1712	1583	1225	1422	1392
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	273	2443	464	330	1758	314	52	10	98	36	10	82
RTOR Reduction (vph)	0	17	0	0	0	101	0	0	93	0	0	78
Lane Group Flow (vph)	273	2890	0	330	1758	213	31	31	5	23	23	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	40%	2%	16%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases	6					2						
Actuated Green, G (s)	109.9	96.3		23.6	106.3	106.3	7.7	7.7	7.7	7.9	7.9	7.9
Effective Green, g (s)	113.9	98.3		25.6	108.3	108.3	7.7	7.7	7.7	7.9	7.9	7.9
Actuated g/C Ratio	0.71	0.61		0.16	0.68	0.68	0.05	0.05	0.05	0.05	0.05	0.05
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.0	6.0	6.0	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	287	3842		283	3441	1031	80	82	76	60	70	68
v/s Ratio Prot	0.09	0.46		c0.19	0.35		c0.02	0.02	0.00	c0.02	0.02	0.00
v/s Ratio Perm	c0.58					0.14						
v/c Ratio	0.95	0.75		1.17	0.51	0.21	0.39	0.38	0.06	0.38	0.33	0.06
Uniform Delay, d1	30.4	22.1		67.2	12.8	9.7	73.9	73.8	72.7	73.7	73.5	72.5
Progression Factor	1.00	1.00		1.03	0.81	1.43	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	39.7	1.4		103.4	0.5	0.4	1.1	1.1	0.1	1.5	1.0	0.1
Delay (s)	70.1	23.5		172.5	10.9	14.3	75.0	74.9	72.8	75.2	74.5	72.6
Level of Service	E	C		F	B	B	E	E	E	E	E	E
Approach Delay (s)		27.5			33.5			73.6			73.4	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	1968	663	579	2453
v/c Ratio	0.71	0.42	0.88	0.48
Control Delay	19.4	0.6	48.1	0.2
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	19.5	0.6	48.1	0.2
Queue Length 50th (ft)	624	0	404	1
Queue Length 95th (ft)	554	0	m470	m0
Internal Link Dist (ft)	595			250
Turn Bay Length (ft)				
Base Capacity (vph)	2764	1583	659	5085
Starvation Cap Reductn	28	0	0	0
Spillback Cap Reductn	121	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.74	0.42	0.88	0.48

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑		
Traffic Volume (vph)	1870	630	550	2330	0	0
Future Volume (vph)	1870	630	550	2330	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	5085		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	90	5085		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1968	663	579	2453	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1968	663	579	2453	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	83.1	160.0	134.7	160.0		
Effective Green, g (s)	87.1	160.0	138.2	160.0		
Actuated g/C Ratio	0.54	1.00	0.86	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2768	1583	661	5085		
v/s Ratio Prot	c0.39		c0.30	0.48		
v/s Ratio Perm		0.42	c0.45			
v/c Ratio	0.71	0.42	0.88	0.48		
Uniform Delay, d1	27.1	0.0	43.5	0.0		
Progression Factor	1.28	1.00	1.30	1.00		
Incremental Delay, d2	0.5	0.6	9.1	0.2		
Delay (s)	35.1	0.6	65.9	0.2		
Level of Service	D	A	E	A		
Approach Delay (s)	26.4			12.8	0.0	
Approach LOS	C			B	A	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1989	2335	494	474
v/c Ratio	0.59	0.55	1.06	1.13
Control Delay	3.9	4.9	112.4	136.6
Queue Delay	0.6	0.2	15.4	0.8
Total Delay	4.6	5.1	127.8	137.4
Queue Length 50th (ft)	4	73	~565	~604
Queue Length 95th (ft)	5	m75	#795	#846
Internal Link Dist (ft)	250	635	1117	
Turn Bay Length (ft)			500	500
Base Capacity (vph)	3384	4265	466	418
Starvation Cap Reductn	901	872	0	0
Spillback Cap Reductn	0	439	36	32
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.69	1.15	1.23

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		⋔	↱
Traffic Volume (vph)	0	1870	2195	0	225	685
Future Volume (vph)	0	1870	2195	0	225	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.91	0.86		1.00	0.95
Frt		1.00	1.00		0.92	0.85
Flt Protected		1.00	1.00		0.98	1.00
Satd. Flow (prot)		5085	6408		1678	1504
Flt Permitted		1.00	1.00		0.98	1.00
Satd. Flow (perm)		5085	6408		1678	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1989	2335	0	239	729
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1989	2335	0	494	474
Turn Type		NA	NA		Prot	Perm
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						1 5
Actuated Green, G (s)		104.6	104.6		42.5	42.5
Effective Green, g (s)		102.2	102.2		40.5	40.5
Actuated g/C Ratio		0.64	0.64		0.25	0.25
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3248	4093		424	380
v/s Ratio Prot		c0.39	0.36		0.29	
v/s Ratio Perm						c0.32
v/c Ratio		0.61	0.57		1.17	1.25
Uniform Delay, d1		17.1	16.4		59.8	59.8
Progression Factor		0.23	0.33		1.00	1.00
Incremental Delay, d2		0.2	0.1		97.2	131.5
Delay (s)		4.1	5.4		156.9	191.3
Level of Service		A	A		F	F
Approach Delay (s)		4.1	5.4		173.8	
Approach LOS		A	A		F	

Intersection Summary			
HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1070	1183	280	1726	733	331
v/c Ratio	0.52	0.75	1.30	0.70	1.03	1.10
Control Delay	23.3	18.4	206.0	25.8	101.6	136.5
Queue Delay	0.3	0.0	0.0	0.1	0.0	0.0
Total Delay	23.7	18.4	206.0	26.0	101.6	136.5
Queue Length 50th (ft)	275	958	~377	554	~420	~428
Queue Length 95th (ft)	m348	m1066	m#547	m300	#551	#653
Internal Link Dist (ft)	635			630	537	
Turn Bay Length (ft)			275		200	200
Base Capacity (vph)	2068	1583	216	2463	713	302
Starvation Cap Reductn	431	0	0	98	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.75	1.30	0.73	1.03	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	995	1100	260	1605	590	400
Future Volume (vph)	995	1100	260	1605	590	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	4.5	4.4	4.4
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.98	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3394	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3394	1441
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1070	1183	280	1726	634	430
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1070	1183	280	1726	733	331
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	91.5	160.0	17.6	75.6	31.6	31.6
Effective Green, g (s)	89.5	160.0	19.6	77.6	33.6	33.6
Actuated g/C Ratio	0.56	1.00	0.12	0.48	0.21	0.21
Clearance Time (s)			6.4		6.4	6.4
Vehicle Extension (s)			2.0		3.5	3.5
Lane Grp Cap (vph)	1979	1583	216	2466	712	302
v/s Ratio Prot	0.30		c0.16	0.34	0.22	c0.23
v/s Ratio Perm		c0.75				
v/c Ratio	0.54	0.75	1.30	0.70	1.03	1.10
Uniform Delay, d1	22.3	0.0	70.2	32.1	63.2	63.2
Progression Factor	1.13	1.00	0.89	0.75	1.00	1.00
Incremental Delay, d2	0.1	2.5	158.3	0.6	41.5	80.0
Delay (s)	25.3	2.5	221.0	24.8	104.7	143.2
Level of Service	C	A	F	C	F	F
Approach Delay (s)	13.4			52.2	116.7	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	48.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues

10: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	167	1333	86	1500	75	210	134	113	231	156	296
v/c Ratio	0.56	0.42	0.30	0.49	0.07	1.11	0.32	0.39	0.92	0.71	0.88
Control Delay	16.9	18.1	10.5	19.0	1.3	149.6	65.0	13.4	100.6	83.8	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	18.1	10.5	19.0	1.3	149.6	65.0	13.4	100.6	83.8	55.0
Queue Length 50th (ft)	51	190	24	311	0	~227	68	0	223	160	138
Queue Length 95th (ft)	m143	m353	50	402	13	#350	98	58	#298	229	245
Internal Link Dist (ft)		630		1233			420			420	
Turn Bay Length (ft)	140		200		200	185		185	170		
Base Capacity (vph)	310	3211	366	3086	1000	190	603	363	250	317	410
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.42	0.23	0.49	0.07	1.11	0.22	0.31	0.92	0.49	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1040	200	80	1395	70	195	125	105	215	145	275
Future Volume (vph)	155	1040	200	80	1395	70	195	125	105	215	145	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4962		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.12	1.00		0.17	1.00	1.00	0.39	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	220	4962		320	5085	1583	733	3539	1583	1239	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	167	1118	215	86	1500	75	210	134	113	231	156	296
RTOR Reduction (vph)	0	14	0	0	0	29	0	0	100	0	0	149
Lane Group Flow (vph)	167	1319	0	86	1500	46	210	134	13	231	156	147
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	113.3	101.0		101.5	95.1	95.1	28.4	19.1	19.1	28.4	19.1	19.1
Effective Green, g (s)	115.8	103.0		105.5	97.1	97.1	28.4	19.1	19.1	28.4	19.1	19.1
Actuated g/C Ratio	0.72	0.64		0.66	0.61	0.61	0.18	0.12	0.12	0.18	0.12	0.12
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	297	3194		287	3085	960	190	422	188	250	222	188
v/s Ratio Prot	c0.05	0.27		0.02	0.29		c0.06	0.04		0.05	0.08	
v/s Ratio Perm	c0.36			0.18		0.03	c0.13		0.01	0.11		0.09
v/c Ratio	0.56	0.41		0.30	0.49	0.05	1.11	0.32	0.07	0.92	0.70	0.78
Uniform Delay, d1	12.1	13.8		10.2	17.5	12.7	64.5	64.5	62.6	63.5	67.7	68.4
Progression Factor	1.21	1.26		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.3		0.2	0.6	0.1	96.3	0.2	0.1	36.3	8.0	17.6
Delay (s)	15.7	17.7		10.5	18.1	12.8	160.8	64.6	62.6	99.8	75.7	86.0
Level of Service	B	B		B	B	B	F	E	E	F	E	F
Approach Delay (s)		17.5			17.5			108.3			88.3	
Approach LOS		B			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

2016AM Existing_SW 10th Street.syn

Queues

5: S Military Trail & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	1490	161	365	2104	443	141	604	313	229	818	453
v/c Ratio	1.14	0.69	0.21	0.77	1.24	0.53	0.77	0.74	0.60	0.66	0.83	0.82
Control Delay	164.8	45.4	2.2	69.7	158.4	34.8	109.7	70.9	24.5	86.7	69.2	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	164.8	45.4	2.2	69.7	158.4	34.8	109.7	70.9	24.5	86.7	69.2	51.2
Queue Length 50th (ft)	~224	542	0	218	~1634	318	86	346	104	136	472	337
Queue Length 95th (ft)	#332	615	24	m267	m#1715	m407	#142	434	223	181	555	492
Internal Link Dist (ft)		880			1200			569			457	
Turn Bay Length (ft)	280		500	275			300		300	300		200
Base Capacity (vph)	280	2149	782	535	1694	843	183	815	526	431	1034	575
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.69	0.21	0.68	1.24	0.53	0.77	0.74	0.60	0.53	0.79	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	1430	155	350	2020	425	135	580	300	220	785	435
Future Volume (vph)	305	1430	155	350	2020	425	135	580	300	220	785	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	4.8	4.8	5.9	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	318	1490	161	365	2104	443	141	604	312	229	818	453
RTOR Reduction (vph)	0	0	93	0	0	85	0	0	163	0	0	116
Lane Group Flow (vph)	318	1490	68	365	2104	358	141	604	150	229	818	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.7	74.1	74.1	22.8	84.2	84.2	7.6	39.3	39.3	16.3	48.0	48.0
Effective Green, g (s)	14.7	76.1	76.1	24.8	86.2	86.2	9.6	41.3	41.3	18.3	50.0	50.0
Actuated g/C Ratio	0.08	0.42	0.42	0.14	0.48	0.48	0.05	0.23	0.23	0.10	0.28	0.28
Clearance Time (s)	8.3	6.8	6.8	7.9	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	280	2149	669	472	1694	758	183	812	363	349	983	439
v/s Ratio Prot	c0.09	0.29		0.11	c0.59		0.04	0.17		c0.07	c0.23	
v/s Ratio Perm			0.04			0.23			0.09			0.21
v/c Ratio	1.14	0.69	0.10	0.77	1.24	0.47	0.77	0.74	0.41	0.66	0.83	0.77
Uniform Delay, d1	82.7	42.4	31.3	74.9	46.9	31.6	84.1	64.4	59.1	77.8	61.1	59.7
Progression Factor	1.00	1.00	1.00	0.84	1.22	1.66	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	95.5	1.9	0.3	4.1	111.9	1.2	16.5	3.7	0.8	3.4	6.1	7.9
Delay (s)	178.1	44.3	31.6	67.1	169.1	53.6	100.6	68.2	59.8	81.2	67.2	67.6
Level of Service	F	D	C	E	F	D	F	E	E	F	E	E
Approach Delay (s)		64.9			138.7			70.0			69.4	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	95.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	106.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Newport Center Dr/SW 12th Avenue & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	68	1964	94	2234	73	165	168	391	47	47	354
v/c Ratio	0.62	0.60	0.61	0.80	0.09	0.61	0.62	0.95	0.24	0.24	1.11
Control Delay	76.0	15.9	103.5	19.6	0.6	79.8	80.2	70.8	74.1	73.9	123.1
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	15.9	103.5	20.0	0.6	79.8	80.2	70.8	74.1	73.9	123.1
Queue Length 50th (ft)	42	135	109	521	0	188	192	252	53	53	~328
Queue Length 95th (ft)	m87	158	175	560	6	278	284	#443	102	102	#548
Internal Link Dist (ft)		700		595			420			170	
Turn Bay Length (ft)	600		550		295	100					
Base Capacity (vph)	114	3250	182	2804	796	308	309	444	194	198	320
Starvation Cap Reductn	0	0	0	155	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.60	0.52	0.84	0.09	0.54	0.54	0.88	0.24	0.24	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1825	60	90	2145	70	310	10	375	85	5	340
Future Volume (vph)	65	1825	60	90	2145	70	310	10	375	85	5	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	6.0	6.0	6.0	5.7	5.7	5.7
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1597	6377		1770	5085	1369	1681	1690	1583	1504	1533	1568
Flt Permitted	0.04	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (perm)	73	6377		1770	5085	1369	1681	1690	1583	1504	1533	1568
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	1901	62	94	2234	73	323	10	391	89	5	354
RTOR Reduction (vph)	0	2	0	0	0	33	0	0	159	0	0	118
Lane Group Flow (vph)	68	1962	0	94	2234	40	165	168	232	47	47	236
Heavy Vehicles (%)	13%	2%	2%	2%	2%	18%	2%	2%	2%	14%	2%	3%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases	6					2						
Actuated Green, G (s)	95.8	89.7		13.7	97.3	97.3	28.8	28.8	28.8	23.3	23.3	23.3
Effective Green, g (s)	99.8	91.7		15.7	99.3	99.3	28.8	28.8	28.8	23.3	23.3	23.3
Actuated g/C Ratio	0.55	0.51		0.09	0.55	0.55	0.16	0.16	0.16	0.13	0.13	0.13
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.0	6.0	6.0	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	109	3248		154	2805	755	268	270	253	194	198	202
v/s Ratio Prot	0.03	0.31		c0.05	c0.44		0.10	0.10	c0.15	0.03	0.03	c0.15
v/s Ratio Perm	0.32					0.03						
v/c Ratio	0.62	0.60		0.61	0.80	0.05	0.62	0.62	0.92	0.24	0.24	1.17
Uniform Delay, d1	32.1	31.3		79.2	32.3	18.6	70.4	70.5	74.4	70.4	70.4	78.3
Progression Factor	1.78	0.47		1.12	0.52	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	0.6		5.4	2.2	0.1	2.9	3.2	34.5	0.2	0.2	116.9
Delay (s)	62.9	15.4		94.2	19.0	4.7	73.4	73.7	108.9	70.7	70.6	195.3
Level of Service	E	B		F	B	A	E	E	F	E	E	F
Approach Delay (s)		17.0			21.5			92.7			169.1	
Approach LOS		B			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2016PM Existing_SW 10th Street.syn

Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	1747	658	574	2426
v/c Ratio	0.78	0.42	0.67	0.48
Control Delay	18.4	2.2	22.5	0.2
Queue Delay	0.6	0.0	0.0	0.0
Total Delay	19.0	2.2	22.5	0.2
Queue Length 50th (ft)	220	29	373	0
Queue Length 95th (ft)	301	m51	m416	m0
Internal Link Dist (ft)	595			250
Turn Bay Length (ft)				
Base Capacity (vph)	2231	1583	862	5085
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	172	0	0	67
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.85	0.42	0.67	0.48

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑		
Traffic Volume (vph)	1660	625	545	2305	0	0
Future Volume (vph)	1660	625	545	2305	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	5085		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	100	5085		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1747	658	574	2426	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1747	658	574	2426	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	75.1	180.0	154.7	180.0		
Effective Green, g (s)	79.1	180.0	158.2	180.0		
Actuated g/C Ratio	0.44	1.00	0.88	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2234	1583	863	5085		
v/s Ratio Prot	c0.34		c0.31	0.48		
v/s Ratio Perm		0.42	0.28			
v/c Ratio	0.78	0.42	0.67	0.48		
Uniform Delay, d1	43.1	0.0	32.7	0.0		
Progression Factor	0.75	1.00	1.20	1.00		
Incremental Delay, d2	1.3	0.6	1.1	0.2		
Delay (s)	33.5	0.6	40.4	0.2		
Level of Service	C	A	D	A		
Approach Delay (s)	24.5			7.9	0.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1785	2177	526	506
v/c Ratio	0.53	0.51	1.12	1.18
Control Delay	4.7	8.0	136.2	155.0
Queue Delay	2.9	0.2	0.0	0.0
Total Delay	7.6	8.2	136.2	155.0
Queue Length 50th (ft)	446	91	~714	~748
Queue Length 95th (ft)	23	m86	#958	#1001
Internal Link Dist (ft)	250	635	1117	
Turn Bay Length (ft)			500	500
Base Capacity (vph)	3375	4254	468	430
Starvation Cap Reductn	1443	900	0	0
Spillback Cap Reductn	0	250	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.92	0.65	1.12	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		Y	↱
Traffic Volume (vph)	0	1660	2025	0	135	825
Future Volume (vph)	0	1660	2025	0	135	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.91	0.86		1.00	0.95
Frt		1.00	1.00		0.89	0.85
Flt Protected		1.00	1.00		0.99	1.00
Satd. Flow (prot)		5085	6408		1638	1504
Flt Permitted		1.00	1.00		0.99	1.00
Satd. Flow (perm)		5085	6408		1638	1504
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1785	2177	0	145	887
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1785	2177	0	526	506
Turn Type		NA	NA		Prot	Perm
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						1 5
Actuated Green, G (s)		117.6	117.6		49.5	49.5
Effective Green, g (s)		115.2	115.2		47.5	47.5
Actuated g/C Ratio		0.64	0.64		0.26	0.26
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3254	4101		432	396
v/s Ratio Prot		c0.35	0.34		0.32	
v/s Ratio Perm						c0.34
v/c Ratio		0.55	0.53		1.22	1.28
Uniform Delay, d1		18.0	17.7		66.2	66.2
Progression Factor		0.27	0.50		1.00	1.00
Incremental Delay, d2		0.1	0.0		117.4	143.2
Delay (s)		5.0	8.9		183.6	209.5
Level of Service		A	A		F	F
Approach Delay (s)		5.0	8.9		196.3	
Approach LOS		A	A		F	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1064	846	314	1484	890	408
v/c Ratio	0.60	0.53	0.75	0.57	1.42	1.52
Control Delay	38.4	7.9	76.3	31.1	247.7	298.3
Queue Delay	0.9	0.0	0.0	0.9	0.0	0.0
Total Delay	39.3	7.9	76.3	32.0	247.7	298.3
Queue Length 50th (ft)	434	474	348	434	~727	~735
Queue Length 95th (ft)	m508	m467	472	479	#863	#984
Internal Link Dist (ft)	635			630	537	
Turn Bay Length (ft)			275		200	200
Base Capacity (vph)	1779	1583	418	2613	626	268
Starvation Cap Reductn	410	0	0	772	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.53	0.75	0.81	1.42	1.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	795	295	1395	630	590
Future Volume (vph)	1000	795	295	1395	630	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	4.5	4.4	4.4
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.96	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3354	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3354	1441
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1064	846	314	1484	670	628
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1064	846	314	1484	890	408
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	88.5	180.0	40.6	90.6	31.6	31.6
Effective Green, g (s)	86.5	180.0	42.6	92.6	33.6	33.6
Actuated g/C Ratio	0.48	1.00	0.24	0.51	0.19	0.19
Clearance Time (s)			6.4		6.4	6.4
Vehicle Extension (s)			2.0		3.5	3.5
Lane Grp Cap (vph)	1700	1583	418	2615	626	268
v/s Ratio Prot	c0.30		c0.18	0.29	0.27	c0.28
v/s Ratio Perm		c0.53				
v/c Ratio	0.63	0.53	0.75	0.57	1.42	1.52
Uniform Delay, d1	34.7	0.0	63.8	30.0	73.2	73.2
Progression Factor	1.16	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	1.1	6.6	0.2	199.0	253.2
Delay (s)	40.6	1.1	70.4	30.1	272.2	326.4
Level of Service	D	A	E	C	F	F
Approach Delay (s)	23.1			37.2	289.3	
Approach LOS	C			D	F	

Intersection Summary			
HCM 2000 Control Delay	97.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	223	1468	181	1197	112	250	112	90	234	234	351
v/c Ratio	0.62	0.50	0.67	0.41	0.12	1.51	0.21	0.28	0.81	0.85	0.90
Control Delay	17.5	19.8	24.2	20.0	3.0	293.7	59.9	8.4	77.5	93.0	56.2
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	20.2	24.2	20.0	3.0	293.7	59.9	8.4	77.5	93.0	56.2
Queue Length 50th (ft)	79	314	62	257	0	~280	54	0	213	239	179
Queue Length 95th (ft)	119	387	117	301	31	#454	85	38	301	#338	#338
Internal Link Dist (ft)		630		1233			420			420	
Turn Bay Length (ft)	140		200		200	185		185	170		
Base Capacity (vph)	364	2964	311	2919	956	166	603	358	290	317	424
Starvation Cap Reductn	0	803	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.68	0.58	0.41	0.12	1.51	0.19	0.25	0.81	0.74	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1200	180	170	1125	105	235	105	85	220	220	330
Future Volume (vph)	210	1200	180	170	1125	105	235	105	85	220	220	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4986		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.18	1.00		0.13	1.00	1.00	0.23	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	326	4986		243	5085	1583	431	3539	1583	1269	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	223	1277	191	181	1197	112	250	112	90	234	234	351
RTOR Reduction (vph)	0	11	0	0	0	48	0	0	77	0	0	159
Lane Group Flow (vph)	223	1457	0	181	1197	64	250	112	13	234	234	192
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	105.8	92.8		100.0	89.9	89.9	32.9	23.6	23.6	32.9	23.6	23.6
Effective Green, g (s)	109.8	94.8		104.0	91.9	91.9	32.9	23.6	23.6	32.9	23.6	23.6
Actuated g/C Ratio	0.69	0.59		0.65	0.57	0.57	0.21	0.15	0.15	0.21	0.15	0.15
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	359	2954		273	2920	909	166	522	233	290	274	233
v/s Ratio Prot	c0.06	0.29		0.05	0.24		c0.09	0.03		0.05	0.13	
v/s Ratio Perm	0.37			c0.38		0.04	c0.22		0.01	0.12		0.12
v/c Ratio	0.62	0.49		0.66	0.41	0.07	1.51	0.21	0.06	0.81	0.85	0.83
Uniform Delay, d1	11.8	18.8		14.0	19.0	15.1	60.8	60.0	58.6	59.2	66.5	66.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	0.6		4.6	0.4	0.2	256.4	0.1	0.0	14.3	21.2	19.8
Delay (s)	14.2	19.4		18.7	19.4	15.3	317.2	60.1	58.7	73.4	87.7	86.0
Level of Service	B	B		B	B	B	F	E	E	E	F	F
Approach Delay (s)		18.7			19.0			202.0			82.9	
Approach LOS		B			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	49.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2151	145	1656	140	183
v/c Ratio	0.45	0.66	0.41	0.73	0.55
Control Delay	15.6	83.5	2.0	89.2	14.1
Queue Delay	0.0	9.1	0.1	0.0	0.0
Total Delay	15.6	92.6	2.1	89.2	14.1
Queue Length 50th (ft)	268	103	53	145	0
Queue Length 95th (ft)	329	191	33	213	74
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4753	221	4053	431	524
Starvation Cap Reductn	0	48	716	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.84	0.50	0.32	0.35

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1900	100	135	1540	130	170
Future Volume (vph)	1900	100	135	1540	130	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7487		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7487		1770	5085	1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2043	108	145	1656	140	183
RTOR Reduction (vph)	4	0	0	0	0	163
Lane Group Flow (vph)	2147	0	145	1656	140	20
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	99.5		18.0	125.5	17.5	17.5
Effective Green, g (s)	101.5		20.0	127.5	17.5	17.5
Actuated g/C Ratio	0.63		0.12	0.80	0.11	0.11
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4749		221	4052	193	173
v/s Ratio Prot	c0.29		c0.08	0.33	c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.45		0.66	0.41	0.73	0.12
Uniform Delay, d1	15.0		66.7	4.9	68.9	64.3
Progression Factor	1.00		1.04	0.33	1.00	1.00
Incremental Delay, d2	0.0		5.0	0.0	10.9	0.1
Delay (s)	15.0		74.2	1.6	79.8	64.4
Level of Service	B		E	A	E	E
Approach Delay (s)	15.0			7.5	71.1	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	87	2163	1663	76	245	158
v/c Ratio	0.56	0.42	0.39	0.07	0.66	0.50
Control Delay	70.1	2.1	19.4	8.0	76.2	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	2.1	19.4	8.0	76.2	14.0
Queue Length 50th (ft)	89	27	321	16	129	0
Queue Length 95th (ft)	155	46	362	43	169	68
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	154	5108	4307	1088	836	505
Starvation Cap Reductn	0	570	0	0	0	0
Spillback Cap Reductn	0	0	28	0	0	3
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.48	0.39	0.07	0.29	0.31

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	1990	1530	70	225	145
Future Volume (vph)	80	1990	1530	70	225	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2163	1663	76	245	158
RTOR Reduction (vph)	0	0	0	25	0	141
Lane Group Flow (vph)	87	2163	1663	51	245	17
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	125.5	105.5	105.5	17.5	17.5
Effective Green, g (s)	14.0	127.5	107.5	107.5	17.5	17.5
Actuated g/C Ratio	0.09	0.80	0.67	0.67	0.11	0.11
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	154	5106	4305	1063	375	173
v/s Ratio Prot	c0.05	c0.34	0.26		c0.07	
v/s Ratio Perm				0.03		0.01
v/c Ratio	0.56	0.42	0.39	0.05	0.65	0.10
Uniform Delay, d1	70.1	5.0	11.6	8.9	68.3	64.2
Progression Factor	0.81	0.35	1.60	3.69	1.00	1.00
Incremental Delay, d2	2.6	0.0	0.0	0.0	3.1	0.1
Delay (s)	59.1	1.7	18.6	32.8	71.4	64.3
Level of Service	E	A	B	C	E	E
Approach Delay (s)		4.0	19.2		68.6	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1468	888	1261	399	441
v/c Ratio	0.37	0.56	0.40	0.48	0.65
Control Delay	9.9	6.2	10.1	27.2	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	6.2	10.1	27.2	31.4
Queue Length 50th (ft)	142	226	208	88	113
Queue Length 95th (ft)	198	366	225	118	151
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3961	1583	3143	1051	853
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.56	0.40	0.38	0.52

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1380	835	0	1185	0	375	0	415	0	0
Future Volume (vph)	0	1380	835	0	1185	0	375	0	415	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1468	888	0	1261	0	399	0	441	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1468	888	0	1261	0	399	0	441	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		47.5	80.0		47.5		17.5		17.5		
Effective Green, g (s)		49.5	80.0		49.5		19.5		19.5		
Actuated g/C Ratio		0.62	1.00		0.62		0.24		0.24		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3964	1583		3146		836		679		
v/s Ratio Prot		0.23			0.25		0.12		0.16		
v/s Ratio Perm			c0.56								
v/c Ratio		0.37	0.56		0.40		0.48		0.65		
Uniform Delay, d1		7.5	0.0		7.7		25.9		27.2		
Progression Factor		1.21	1.00		1.20		1.00		1.00		
Incremental Delay, d2		0.2	1.3		0.3		0.3		1.9		
Delay (s)		9.4	1.3		9.6		26.2		29.1		
Level of Service		A	A		A		C		C		
Approach Delay (s)		6.3			9.6			27.7		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1042	1674	447	442	305
v/c Ratio	0.32	0.51	0.28	0.60	0.51
Control Delay	9.1	6.4	0.3	31.3	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	6.4	0.3	31.3	30.2
Queue Length 50th (ft)	139	94	0	103	77
Queue Length 95th (ft)	191	100	m0	137	109
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	3289	3289	1583	1051	853
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.51	0.28	0.42	0.36

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	0	990	0	0	1590	425	420	0	290	0	0
Future Volume (vph)	0	990	0	0	1590	425	420	0	290	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1042	0	0	1674	447	442	0	305	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1042	0	0	1674	447	442	0	305	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		49.8			49.8	80.0	15.2		15.2		
Effective Green, g (s)		51.8			51.8	80.0	17.2		17.2		
Actuated g/C Ratio		0.65			0.65	1.00	0.21		0.21		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3292			3292	1583	738		599		
v/s Ratio Prot		0.20			c0.33		c0.13		0.11		
v/s Ratio Perm						0.28					
v/c Ratio		0.32			0.51	0.28	0.60		0.51		
Uniform Delay, d1		6.3			7.4	0.0	28.3		27.7		
Progression Factor		1.35			0.77	1.00	1.00		1.00		
Incremental Delay, d2		0.2			0.4	0.3	1.1		0.5		
Delay (s)		8.7			6.1	0.3	29.4		28.2		
Level of Service		A			A	A	C		C		
Approach Delay (s)		8.7			4.9			28.9		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

2016AM Existing_Sample Road.syn

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	371	1005	32	1537	194	210	54	75	204	484
v/c Ratio	0.75	0.37	0.32	0.69	0.66	0.53	0.12	0.28	0.69	0.95
Control Delay	65.9	20.7	80.4	39.4	52.4	59.4	0.5	40.6	74.2	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	20.7	80.4	39.4	52.4	59.4	0.5	40.6	74.2	52.1
Queue Length 50th (ft)	204	231	33	479	155	193	0	56	203	207
Queue Length 95th (ft)	256	308	70	621	211	268	0	91	277	#365
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	637	2737	219	2243	308	441	500	379	403	583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.37	0.15	0.69	0.63	0.48	0.11	0.20	0.51	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	830	105	30	1385	45	180	195	50	70	190	450
Future Volume (vph)	345	830	105	30	1385	45	180	195	50	70	190	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4951		1752	5012		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.29	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	3400	4951		1752	5012		535	1845	1568	1067	1845	1568
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	371	892	113	32	1489	48	194	210	54	75	204	484
RTOR Reduction (vph)	0	8	0	0	2	0	0	0	42	0	0	258
Lane Group Flow (vph)	371	997	0	32	1535	0	194	210	12	75	204	226
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	21.3	84.8		6.1	69.6		49.1	34.4	34.4	34.5	25.8	25.8
Effective Green, g (s)	23.3	86.8		8.1	71.6		49.1	34.4	34.4	34.5	25.8	25.8
Actuated g/C Ratio	0.15	0.54		0.05	0.45		0.31	0.21	0.21	0.22	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	495	2685		88	2242		295	396	337	267	297	252
v/s Ratio Prot	c0.11	0.20		0.02	c0.31		c0.07	0.11		0.02	0.11	
v/s Ratio Perm							0.13		0.01	0.05		c0.14
v/c Ratio	0.75	0.37		0.36	0.68		0.66	0.53	0.03	0.28	0.69	0.90
Uniform Delay, d1	65.6	21.0		73.5	35.2		44.3	55.6	49.7	51.4	63.3	65.8
Progression Factor	0.86	0.92		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2	0.4		0.9	1.7		4.0	0.7	0.0	0.2	5.2	30.0
Delay (s)	61.9	19.7		74.4	36.9		48.3	56.3	49.7	51.6	68.5	95.8
Level of Service	E	B		E	D		D	E	D	D	E	F
Approach Delay (s)		31.0			37.7			52.2			84.1	
Approach LOS		C			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

2016AM Existing_Sample Road.syn

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2287	240	2057	104	109
v/c Ratio	0.50	0.81	0.49	0.68	0.46
Control Delay	18.0	86.7	1.2	91.4	16.9
Queue Delay	0.0	57.4	0.1	0.0	0.0
Total Delay	18.0	144.1	1.3	91.4	16.9
Queue Length 50th (ft)	314	198	34	108	0
Queue Length 95th (ft)	369	#369	26	171	60
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4602	298	4165	431	468
Starvation Cap Reductn	0	83	655	0	0
Spillback Cap Reductn	184	0	0	0	2
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	1.12	0.59	0.24	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2125	70	230	1975	100	105
Future Volume (vph)	2125	70	230	1975	100	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7508		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7508		1770	5085	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2214	73	240	2057	104	109
RTOR Reduction (vph)	2	0	0	0	0	100
Lane Group Flow (vph)	2285	0	240	2057	104	9
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	96.1		25.0	129.1	13.9	13.9
Effective Green, g (s)	98.1		27.0	131.1	13.9	13.9
Actuated g/C Ratio	0.61		0.17	0.82	0.09	0.09
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4603		298	4166	153	137
v/s Ratio Prot	c0.30		c0.14	c0.40	c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.50		0.81	0.49	0.68	0.07
Uniform Delay, d1	17.2		64.0	4.4	70.9	67.1
Progression Factor	1.00		1.07	0.17	1.00	1.00
Incremental Delay, d2	0.0		12.4	0.0	9.1	0.1
Delay (s)	17.2		80.8	0.8	80.0	67.2
Level of Service	B		F	A	E	E
Approach Delay (s)	17.2			9.1	73.4	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	167	2156	2151	240	172	146
v/c Ratio	0.80	0.41	0.51	0.21	0.58	0.54
Control Delay	76.0	1.6	11.3	2.9	77.3	16.7
Queue Delay	19.6	0.0	0.0	0.0	0.0	0.1
Total Delay	95.6	1.7	11.3	2.9	77.3	16.8
Queue Length 50th (ft)	173	21	258	25	90	0
Queue Length 95th (ft)	#296	34	264	m50	127	69
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	210	5248	4247	1130	836	496
Starvation Cap Reductn	36	837	0	0	0	0
Spillback Cap Reductn	0	0	189	0	0	46
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.49	0.53	0.21	0.21	0.32

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	2070	2065	230	165	140
Future Volume (vph)	160	2070	2065	230	165	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	167	2156	2151	240	172	146
RTOR Reduction (vph)	0	0	0	81	0	133
Lane Group Flow (vph)	167	2156	2151	159	172	13
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	17.0	129.1	104.1	104.1	13.9	13.9
Effective Green, g (s)	19.0	131.1	106.1	106.1	13.9	13.9
Actuated g/C Ratio	0.12	0.82	0.66	0.66	0.09	0.09
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	210	5250	4249	1049	298	137
v/s Ratio Prot	c0.09	0.34	c0.34		c0.05	
v/s Ratio Perm				0.10		0.01
v/c Ratio	0.80	0.41	0.51	0.15	0.58	0.09
Uniform Delay, d1	68.6	3.9	13.7	10.1	70.2	67.2
Progression Factor	0.76	0.35	0.78	2.02	1.00	1.00
Incremental Delay, d2	15.7	0.0	0.0	0.0	1.7	0.1
Delay (s)	67.7	1.4	10.6	20.4	71.9	67.4
Level of Service	E	A	B	C	E	E
Approach Delay (s)		6.1	11.6		69.8	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1734	594	1781	422	609
v/c Ratio	0.46	0.38	0.59	0.46	0.81
Control Delay	19.2	1.3	15.7	26.0	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	1.3	15.7	26.0	37.1
Queue Length 50th (ft)	353	10	393	88	158
Queue Length 95th (ft)	404	34	m306	129	#228
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3801	1583	3016	965	783
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.38	0.59	0.44	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1665	570	0	1710	0	405	0	585	0	0
Future Volume (vph)	0	1665	570	0	1710	0	405	0	585	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1734	594	0	1781	0	422	0	609	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1734	594	0	1781	0	422	0	609	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		45.5	80.0		45.5		19.5		19.5		
Effective Green, g (s)		47.5	80.0		47.5		21.5		21.5		
Actuated g/C Ratio		0.59	1.00		0.59		0.27		0.27		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3804	1583		3019		922		749		
v/s Ratio Prot		0.27			c0.35		0.12		c0.22		
v/s Ratio Perm			0.38								
v/c Ratio		0.46	0.38		0.59		0.46		0.81		
Uniform Delay, d1		9.1	0.0		10.2		24.4		27.4		
Progression Factor		2.04	1.00		1.45		1.00		1.00		
Incremental Delay, d2		0.4	0.6		0.6		0.3		6.6		
Delay (s)		18.8	0.6		15.3		24.7		33.9		
Level of Service		B	A		B		C		C		
Approach Delay (s)		14.2			15.3			30.1		0.0	
Approach LOS		B			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1601	1585	356	1032	543
v/c Ratio	0.57	0.56	0.22	0.98	0.64
Control Delay	23.2	13.2	0.2	52.9	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	13.2	0.2	52.9	28.0
Queue Length 50th (ft)	449	417	0	261	131
Queue Length 95th (ft)	467	171	0	#392	189
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2828	2828	1583	1051	853
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.56	0.22	0.98	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	0	1505	0	0	1490	335	970	0	510	0	0
Future Volume (vph)	0	1505	0	0	1490	335	970	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1601	0	0	1585	356	1032	0	543	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1601	0	0	1585	356	1032	0	543	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		42.5			42.5	80.0	22.5		22.5		
Effective Green, g (s)		44.5			44.5	80.0	24.5		24.5		
Actuated g/C Ratio		0.56			0.56	1.00	0.31		0.31		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2828			2828	1583	1051		853		
v/s Ratio Prot		c0.31			0.31		c0.30		0.19		
v/s Ratio Perm						0.22					
v/c Ratio		0.57			0.56	0.22	0.98		0.64		
Uniform Delay, d1		11.5			11.4	0.0	27.5		23.9		
Progression Factor		1.94			1.09	1.00	1.00		1.00		
Incremental Delay, d2		0.2			0.6	0.2	23.3		1.4		
Delay (s)		22.6			13.1	0.2	50.8		25.3		
Level of Service		C			B	A	D		C		
Approach Delay (s)		22.6			10.7			42.0		0.0	
Approach LOS		C			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	432	1689	84	1469	200	311	84	47	242	347
v/c Ratio	0.79	0.66	0.56	0.67	0.73	0.70	0.17	0.24	0.82	0.69
Control Delay	69.2	40.8	84.2	39.7	58.3	64.9	0.7	40.7	85.7	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	40.8	84.2	39.7	58.3	64.9	0.7	40.7	85.7	17.6
Queue Length 50th (ft)	232	386	86	451	163	303	0	35	249	44
Queue Length 95th (ft)	291	629	143	582	219	396	0	63	331	150
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	643	2564	221	2191	287	448	505	327	407	579
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.66	0.38	0.67	0.70	0.69	0.17	0.14	0.59	0.60

Intersection Summary

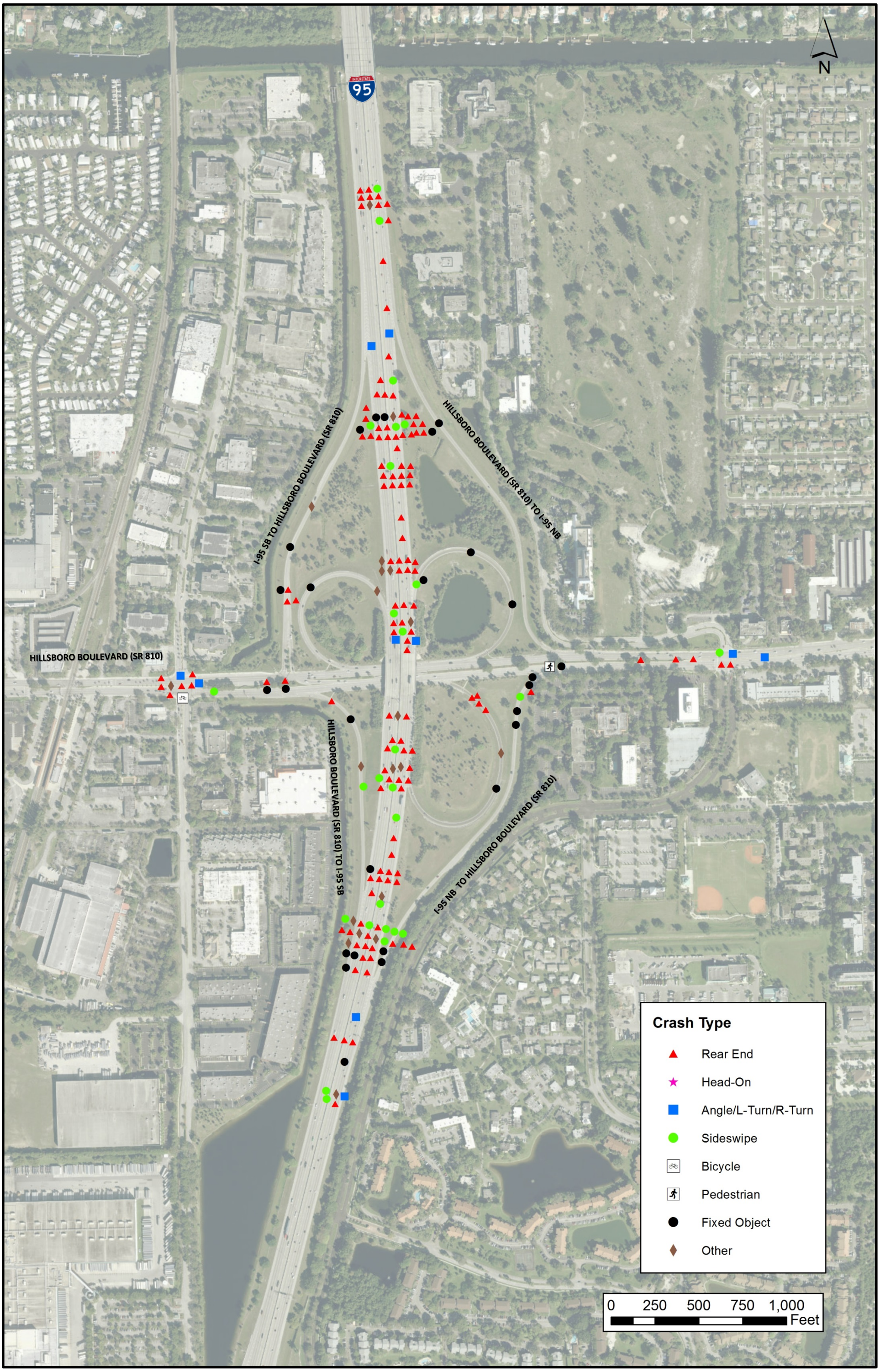
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	1445	160	80	1305	90	190	295	80	45	230	330
Future Volume (vph)	410	1445	160	80	1305	90	190	295	80	45	230	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5009		1770	5036		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.22	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	3433	5009		1770	5036		416	1863	1583	738	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	432	1521	168	84	1374	95	200	311	84	47	242	347
RTOR Reduction (vph)	0	7	0	0	4	0	0	0	64	0	0	249
Lane Group Flow (vph)	432	1682	0	84	1465	0	200	311	20	47	242	98
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	23.6	78.5		11.5	66.4		50.0	38.0	38.0	32.7	26.7	26.7
Effective Green, g (s)	25.6	80.5		13.5	68.4		50.0	38.0	38.0	32.7	26.7	26.7
Actuated g/C Ratio	0.16	0.50		0.08	0.43		0.31	0.24	0.24	0.20	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	549	2520		149	2152		276	442	375	189	310	264
v/s Ratio Prot	c0.13	c0.34		0.05	0.29		c0.08	0.17		0.01	0.13	
v/s Ratio Perm							c0.15		0.01	0.04		0.06
v/c Ratio	0.79	0.67		0.56	0.68		0.72	0.70	0.05	0.25	0.78	0.37
Uniform Delay, d1	64.6	29.7		70.4	37.0		44.3	55.8	47.1	52.2	63.8	59.2
Progression Factor	0.94	1.30		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6	1.2		2.9	1.8		7.8	4.1	0.0	0.3	11.1	0.3
Delay (s)	66.1	39.7		73.3	38.7		52.0	60.0	47.1	52.5	75.0	59.5
Level of Service	E	D		E	D		D	E	D	D	E	E
Approach Delay (s)		45.1			40.6			55.5			64.9	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

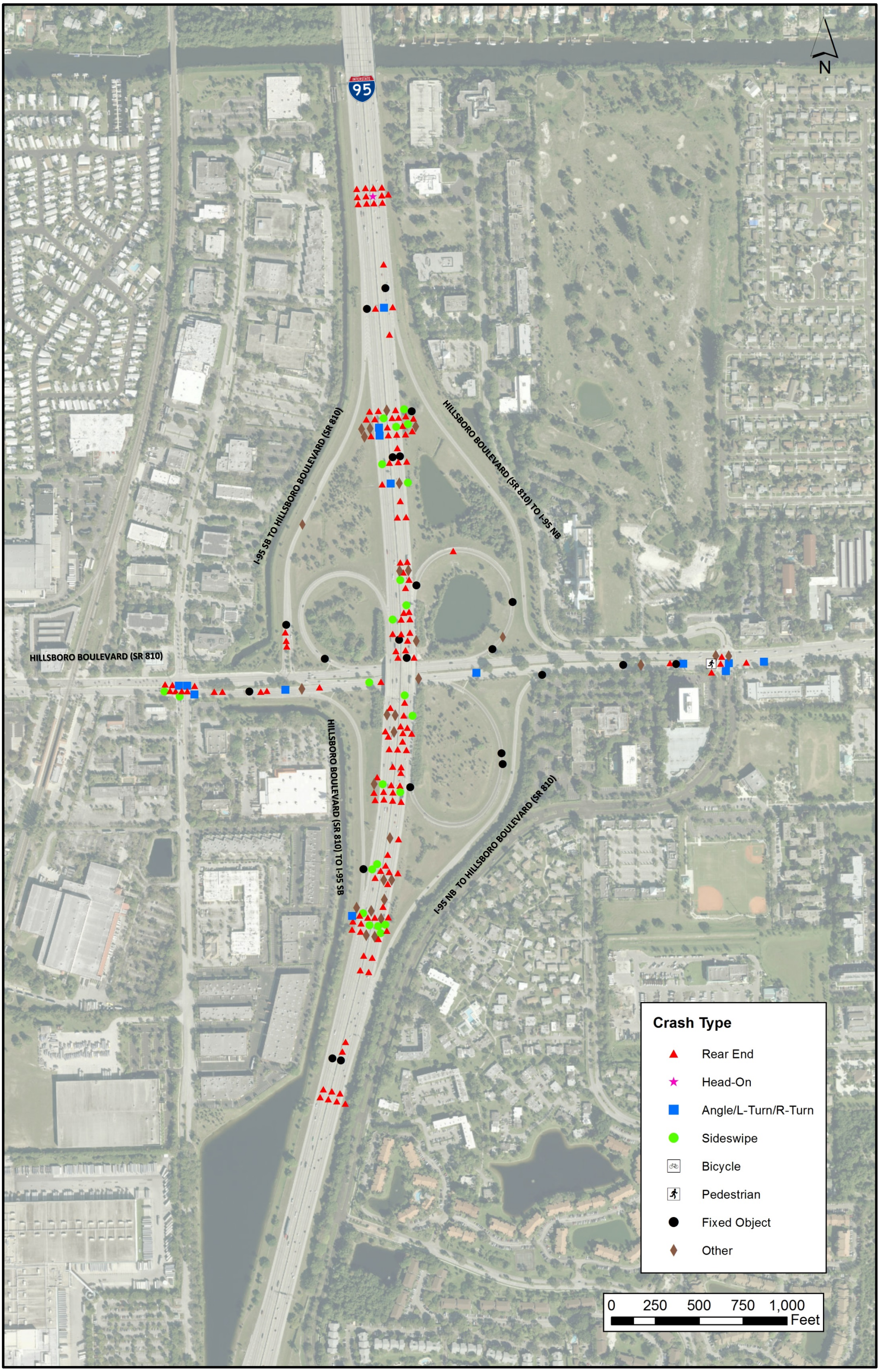
c Critical Lane Group

APPENDIX E

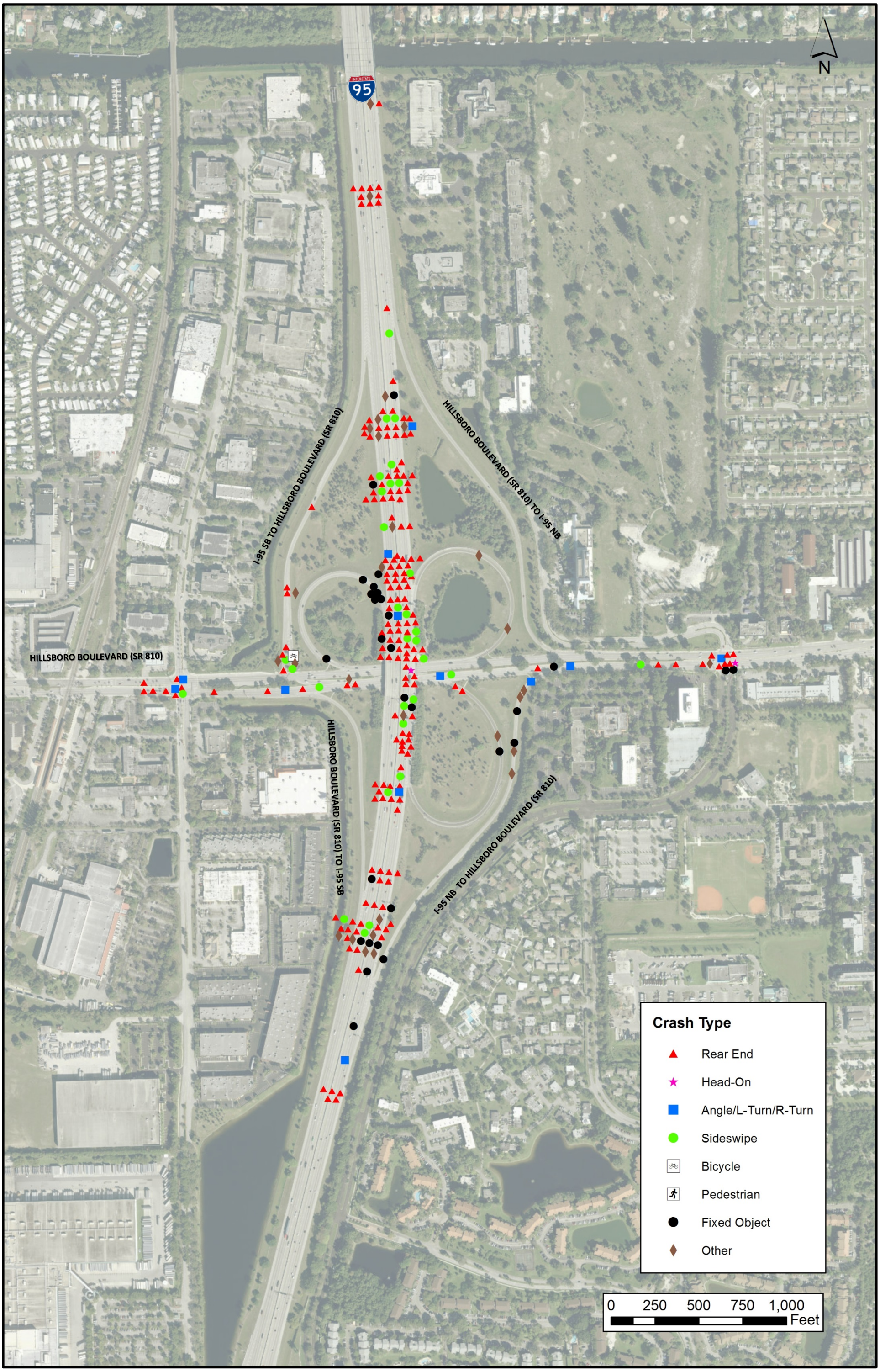
2013 – 2015 Historical Crash Maps and Statistical Summaries



AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2013 CRASH MAP SR 9/I-95 AT SR 810/HILLSBORO BOULEVARD INTERCHANGE	APPENDIX E



AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2014 CRASH MAP SR 9/I-95 AT SR 810/HILLSBORO BOULEVARD INTERCHANGE	APPENDIX E



AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2015 CRASH MAP SR 9/I-95 AT SR 810/HILLSBORO BOULEVARD INTERCHANGE	APPENDIX E

CRASH STATISTICS

Hillsboro Boulevard (SR 810)		Criteria		Number of Crashes Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
CRASH TYPE	Rear End	41		13	18	22	53	18	52.0%
	Head On	42		0	0	1	1	0	1.0%
	Angle	43		4	9	6	19	6	18.6%
	Left Turn	44		0	0	0	0	0	0.0%
	Right Turn	45		0	0	0	0	0	0.0%
	Sideswipe	46		2	3	4	9	3	8.8%
	Backed Into	47		0	0	0	0	0	0.0%
	Pedestrian	10		1	1	0	2	1	2.0%
	Bicycle	11		1	0	0	1	0	1.0%
	Fixed Object	*19*	*39*	*3*	*3*	*3*	*9*	*3*	*8.8%*
	Impact Attenuator/Crash Cushion	19		0	0	0	0	0	0.0%
	Bridge Overhead Structure	20		0	0	0	0	0	0.0%
	Bridge Pier or Support	21		0	0	0	0	0	0.0%
	Bridge Rail	22		0	0	0	0	0	0.0%
	Culvert	23		0	0	0	0	0	0.0%
	Curb	24		1	0	1	2	1	2.0%
	Ditch	25		0	0	0	0	0	0.0%
	Embankment	26		0	0	0	0	0	0.0%
	Guardrail Face	27		0	0	0	0	0	0.0%
	Guardrail End	28		0	0	0	0	0	0.0%
	Cable Barrier	29		0	0	0	0	0	0.0%
	Concrete Traffic Barrier	30		0	1	0	1	0	1.0%
	Other Traffic Barrier	31		0	0	0	0	0	0.0%
	Tree (Standing)	32		2	2	1	5	2	4.9%
	Utility Pole/Light Support	33		0	0	0	0	0	0.0%
	Traffic Sign Support	34		0	0	0	0	0	0.0%
	Traffic Signal Support	35		0	0	0	0	0	0.0%
	Other Post, Pole Or Support	36		0	0	0	0	0	0.0%
	Fence	37		0	0	0	0	0	0.0%
	Mailbox	38		0	0	0	0	0	0.0%
	Other Fixed Object	39		0	0	1	1	0	1.0%
	Other Non Fixed Object Collisions	*12*	*18*	*0*	*1*	*0*	*1*	*0*	*1.0%*
	Railway Vehicle (Train, Engine)	12		0	1	0	1	0	1.0%
	Animal	13		0	0	0	0	0	0.0%
	Motor Vehicle in Transport	14		0	0	0	0	0	0.0%
	Parked Motor Vehicle	15		0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	16		0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	17		0	0	0	0	0	0.0%
	Other Non-Fixed Object	18		0	0	0	0	0	0.0%
	Non-Collisions	*1*	*9*	*1*	*4*	*2*	*7*	*2*	*6.9%*
	Overturn/Rollover	1		1	1	0	2	1	2.0%
	Fire/Explosion	2		0	0	0	0	0	0.0%
	Immersion	3		0	0	0	0	0	0.0%
	Jackknife	4		0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	5		0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	6		0	0	0	0	0	0.0%
	Thrown or Falling Object	7		0	0	0	0	0	0.0%
	Ran into Water/Canal	8		0	0	0	0	0	0.0%
	Other Non-Collision	9		0	1	0	1	0	1.0%
	Others			0	2	2	4	1	3.9%
	Total Crashes			**25**	**39**	**38**	**102**	**34**	**100.0%**
SEVERITY	PDO Crashes			14	19	21	54	18	52.9%
	Fatal Crashes	0		0	1	0	1	0	1.0%
	Injury Crashes	0		11	19	17	47	16	46.1%
LIGHTING CONDITIONS	Daylight	1		15	23	25	63	21	61.8%
	Dusk	2		2	2	2	6	2	5.9%
	Dawn	3		0	3	0	3	1	2.9%
	Dark	4	6	8	11	11	30	10	29.4%
	Unknown			0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	1		23	28	33	84	28	82.4%
	Wet	2		2	11	5	18	6	17.6%
	Others			0	0	0	0	0	0.0%

CRASH STATISTICS

Hillsboro Boulevard (SR 810)		Criteria		Number of Crashes by Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
MONTH OF YEAR	January	1		1	5	3	9	3	8.8%
	February	2		4	0	4	8	3	7.8%
	March	3		3	5	5	13	4	12.7%
	April	4		1	3	5	9	3	8.8%
	May	5		2	2	2	6	2	5.9%
	June	6		1	1	4	6	2	5.9%
	July	7		2	2	2	6	2	5.9%
	August	8		3	4	5	12	4	11.8%
	September	9		1	6	1	8	3	7.8%
	October	10		2	2	3	7	2	6.9%
	November	11		2	3	2	7	2	6.9%
	December	12		3	6	2	11	4	10.8%
DAY OF WEEK	Monday	1		3	7	8	18	6	17.6%
	Tuesday	2		3	5	10	18	6	17.6%
	Wednesday	3		2	6	6	14	5	13.7%
	Thursday	4		4	6	5	15	5	14.7%
	Friday	5		3	6	2	11	4	10.8%
	Saturday	6		6	7	2	15	5	14.7%
	Sunday	7		4	2	5	11	4	10.8%
HOUR OF DAY	00:00-06:00	0	600	2	5	3	10	3	9.8%
	06:00-09:00	600	900	3	5	1	9	3	8.8%
	09:00-11:00	900	1100	3	1	3	7	2	6.9%
	11:00-13:00	1100	1300	2	4	6	12	4	11.8%
	13:00-15:00	1300	1500	1	2	5	8	3	7.8%
	15:00-18:00	1500	1800	6	10	8	24	8	23.5%
	18:00-24:00	1800	2400	8	12	12	32	11	31.4%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	1		3	1	0	4	1	3.9%
	Careless or Negligent Manner	2		8	5	2	15	5	14.7%
	Failed to Yield Right-Of-Way	3		0	2	0	2	1	2.0%
	Improper Backing	4		0	1	0	1	0	1.0%
	Improper Turn	6		0	0	3	3	1	2.9%
	Followed too Closely	10		3	7	13	23	8	22.5%
	Ran Red Light	11		2	3	3	8	3	7.8%
	Drove too Fast for Conditions	12		0	2	0	2	1	2.0%
	Ran Stop Sign	13		0	0	0	0	0	0.0%
	Improper Passing	15		0	0	1	1	0	1.0%
	Exceed Posted Speed	17		0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	21		0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	25		1	1	1	3	1	2.9%
	Ran Off Roadway	26		0	1	1	2	1	2.0%
	Disregarded Other Traffic Sign	27		0	0	0	0	0	0.0%
	Disregarded other Road Markings	28		0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	29		0	0	0	0	0	0.0%
	Swerved Or Avoided	30		0	0	1	1	0	1.0%
	Erratic, Reckless or Aggressive	31		0	0	0	0	0	0.0%
	Other Contributing Action			8	16	13	37	12	36.3%
WEATHER CONDITIONS	Clear	1		20	24	30	74	25	72.5%
	Cloudy	2		3	8	4	15	5	14.7%
	Rain	3		2	7	4	13	4	12.7%
	Fog, Smog, Smoke	4		0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	5		0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	6		0	0	0	0	0	0.0%
	Severe Crosswinds	7		0	0	0	0	0	0.0%
	Other			0	0	0	0	0	0.0%

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86120000 STATE ROUTE: 810

ROADWAY LIMITS: NA M.P. 5.067 TO 5.762 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	5.098	03/22/13	Fri	1255	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
2	5.098	05/25/13	Sat	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
3	5.117	10/11/13	Fri	1609	Angle	0	1	0	Day	Dry	Ran Red Light
4	5.117	10/13/13	Sun	1004	Overturn/Rollover	0	0	1	Day	Dry	#N/A
5	5.117	01/02/13	Wed	1510	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
6	5.117	02/20/13	Wed	1133	Rear-End	0	0	1	Day	Dry	Followed too Closely
7	5.117	03/28/13	Thu	1813	Angle	0	2	0	Day	Dry	Ran Red Light
8	5.117	12/24/13	Tue	0941	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
9	5.118	12/20/13	Fri	1945	Rear-End	0	1	0	Night	Dry	#N/A
10	5.119	05/30/13	Thu	0128	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
11	5.155	08/31/13	Sat	1930	Sideswipe	0	1	0	Night	Wet	Failed To Keep In Proper Lane
12	5.212	09/22/13	Sun	0600	Rear-End	0	0	1	Night	Dry	Other Contributing Action
13	5.212	12/08/13	Sun	0700	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
14	5.232	11/18/13	Mon	1030	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
15	5.232	08/04/13	Sun	2015	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
16	5.523	02/09/13	Sat	2239	Pedestrian	0	1	0	Night	Dry	No Contributing Action
17	5.528	11/28/13	Thu	0115	Curb	0	1	0	Night	Dry	No Contributing Action
18	5.617	02/04/13	Mon	1620	Rear-End	0	0	1	Day	Dry	Followed too Closely
19	5.655	06/15/13	Sat	1852	Rear-End	0	0	1	Day	Dry	Other Contributing Action
20	5.674	02/12/13	Tue	1630	Rear-End	0	1	0	Day	Dry	Other Contributing Action
21	5.707	07/25/13	Thu	2200	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
22	5.712	03/30/13	Sat	1456	Angle	0	0	1	Day	Dry	Not Coded
23	5.712	04/08/13	Mon	1516	Rear-End	0	0	1	Day	Dry	Not Coded
24	5.713	08/24/13	Sat	2249	Rear-End	0	0	1	Night	Wet	Followed too Closely
25	5.750	07/09/13	Tue	0734	Angle	0	1	0	Day	Dry	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
25	**0**	**11**	**14**	**13**	**0**	**4**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	**0**	**1**
Percent	*0.00%*	*44.00%*	*56.00%*	*52.00%*	*0.00%*	*16.00%*	*0.00%*	*0.00%*	*8.00%*	*0.00%*	*8.00%*	*0.00%*	*12.00%*	*0.00%*	*4.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**15**	**10**	**2**	**23**	**8**	**0**	**0**	**2**	**0**	**0**	0	0	0	4	0
Percent	*60.00%*	*40.00%*	*8.00%*	*92.00%*	*32.00%*	*0.00%*	*0.00%*	*8.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*16.00%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86120000 STATE ROUTE: 810
ROADWAY LIMITS: NA M.P. 5.067 TO 5.762 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	5.106	12/26/14	Fri	1545	Sideswipe	0	0	1	Day	Wet	#N/A
2	5.108	08/03/14	Sun	2311	Rear-End	0	0	1	Night	Wet	Followed too Closely
3	5.108	12/10/14	Wed	1340	Rear-End	0	1	0	Day	Dry	Other Contributing Action
4	5.117	01/14/14	Tue	0128	Rear-End	0	1	0	Night	Dry	#N/A
5	5.117	04/22/14	Tue	0641	Angle	1	1	0	Night	Dry	Ran Red Light
6	5.117	09/04/14	Thu	1650	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
7	5.117	09/16/14	Tue	0638	Angle	0	0	1	Night	Dry	Other Contributing Action
8	5.117	11/24/14	Mon	0910	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
9	5.120	12/06/14	Sat	1834	Rear-End	0	0	1	Night	Dry	#N/A
10	5.126	03/21/14	Fri	1640	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
11	5.136	01/04/14	Sat	1444	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
12	5.136	12/22/14	Mon	0250	Angle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
13	5.155	01/25/14	Sat	0150	Rear-End	0	0	1	Night	Dry	#N/A
14	5.164	01/04/14	Sat	1238	Rear-End	0	0	1	Day	Wet	Followed too Closely
15	5.193	12/31/14	Wed	2259	Tree (Standing)	0	1	0	Night	Wet	Drove too Fast for Conditions
16	5.212	08/30/14	Sat	1947	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
17	5.212	10/20/14	Mon	1515	Rear-End	0	0	1	Day	Dry	Followed too Closely
18	5.232	05/14/14	Wed	1825	Angle	0	1	0	Day	Dry	No Contributing Action
19	5.250	09/16/14	Tue	1854	Railway Vehicle (Train, Engine)	0	1	0	Day	Dry	#N/A
20	5.269	08/18/14	Mon	0727	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
21	5.323	05/14/14	Wed	1730	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
22	5.344	09/03/14	Wed	0832	Rear-End	0	0	1	Day	Dry	#N/A
23	5.374	04/08/14	Tue	1542	Not Coded	0	2	0	Day	Dry	#N/A
24	5.439	06/13/14	Fri	1822	Angle	0	1	0	Day	Wet	Ran Red Light
25	5.598	09/11/14	Thu	1240	Tree (Standing)	0	0	1	Day	Dry	Other Contributing Action
26	5.617	11/24/14	Mon	1810	Overturn/Rollover	0	0	1	Night	Dry	#N/A
27	5.655	10/02/14	Thu	0431	Concrete Traffic Barrier	0	1	0	Night	Dry	Ran Off Roadway
28	5.655	11/10/14	Mon	1240	Rear-End	0	0	1	Day	Wet	Followed too Closely
29	5.655	12/27/14	Sat	0845	Angle	0	0	1	Day	Wet	Drove too Fast for Conditions
30	5.693	03/05/14	Wed	1820	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
31	5.693	07/10/14	Thu	1854	Rear-End	0	1	0	Day	Dry	Followed too Closely
32	5.703	03/07/14	Fri	0502	Rear-End	0	1	0	Night	Wet	Followed too Closely
33	5.709	03/09/14	Sun	2150	Rear-End	0	1	0	Night	Dry	Followed too Closely
34	5.712	01/30/14	Thu	1735	Angle	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
35	5.712	03/08/14	Sat	1809	Other Non-Collision	0	2	0	Day	Dry	Other Contributing Action
36	5.712	04/25/14	Fri	1742	Not Coded	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
37	5.712	08/15/14	Fri	1259	Angle	0	2	0	Day	Dry	Ran Red Light
38	5.731	09/11/14	Thu	1751	Rear-End	0	0	1	Night	Wet	Other Contributing Action
39	5.750	07/14/14	Mon	1717	Angle	0	0	1	Day	Dry	Improper Backing

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
39	**1**	**19**	**20**	**18**	**0**	**9**	**0**	**0**	**3**	**0**	**1**	**0**	**3**	**0**	**5**
Percent	*2.56%*	*48.72%*	*51.28%*	*46.15%*	*0.00%*	*23.08%*	*0.00%*	*0.00%*	*7.69%*	*0.00%*	*2.56%*	*0.00%*	*7.69%*	*0.00%*	*12.82%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**23**	**16**	**11**	**28**	**5**	**2**	**0**	**3**	**2**	**0**	0	0	1	0	0
Percent	*58.97%*	*41.03%*	*28.21%*	*71.79%*	*12.82%*	*5.13%*	*0.00%*	*7.69%*	*5.13%*	*0.00%*	*0.00%*	*0.00%*	*2.56%*	*0.00%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86120000 STATE ROUTE: 810

ROADWAY LIMITS: NA M.P. 5.067 TO 5.762 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

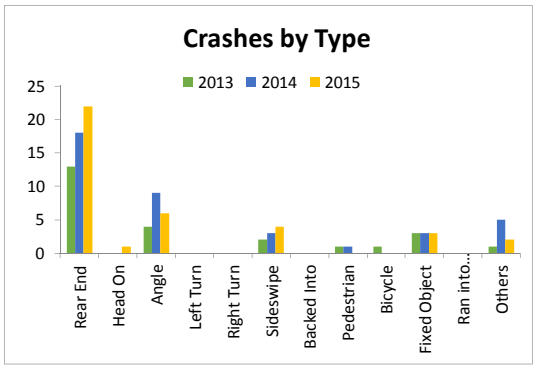
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	5.079	03/01/15	Sun	1853	Rear-End	0	2	0	Night	Dry	Other Contributing Action
2	5.079	03/25/15	Wed	1454	Rear-End	0	1	0	Day	Dry	Followed too Closely
3	5.089	02/17/15	Tue	1100	Rear-End	0	1	0	Day	Dry	Followed too Closely
4	5.103	04/13/15	Mon	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
5	5.115	10/28/15	Wed	1210	Rear-End	0	0	1	Day	Wet	Improper Turn
6	5.115	11/16/15	Mon	1310	Rear-End	0	0	1	Day	Dry	#N/A
7	5.117	03/08/15	Sun	0847	Angle	0	1	0	Day	Dry	Improper Turn
8	5.117	08/03/15	Mon	0450	Angle	0	2	0	Night	Dry	Ran Red Light
9	5.117	08/04/15	Tue	1415	Sideswipe	0	0	1	Day	Dry	Improper Turn
10	5.117	10/12/15	Mon	0053	Rear-End	0	1	0	Night	Dry	Followed too Closely
11	5.155	12/30/15	Wed	1740	Rear-End	0	0	1	Day	Dry	Followed too Closely
12	5.213	04/29/15	Wed	1110	Rear-End	0	3	0	Day	Dry	Ran Red Light
13	5.232	05/05/15	Tue	1421	Angle	0	1	0	Day	Dry	#N/A
14	5.251	12/22/15	Tue	1728	Rear-End	0	0	1	Night	Dry	#N/A
15	5.269	06/25/15	Thu	1834	Sideswipe	0	1	0	Day	Dry	Swerved Or Avoided
16	5.299	03/24/15	Tue	1915	Rear-End	0	0	1	Day	Dry	Other Contributing Action
17	5.306	11/17/15	Tue	1756	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
18	5.308	03/25/15	Wed	1950	Rear-End	0	0	1	Night	Dry	Followed too Closely
19	5.394	02/01/15	Sun	1010	Angle	0	0	1	Day	Dry	Improper Passing
20	5.412	07/06/15	Mon	1545	Sideswipe	0	0	1	Day	Dry	Followed too Closely
21	5.506	01/09/15	Fri	1956	Rear-End	0	0	1	Day	Dry	#N/A
22	5.523	08/04/15	Tue	1226	Curb	0	1	0	Day	Dry	Ran Off Roadway
23	5.541	01/04/15	Sun	1832	Angle	0	0	1	Night	Dry	Other Contributing Action
24	5.617	07/28/15	Tue	1247	Sideswipe	0	0	1	Day	Dry	#N/A
25	5.636	04/21/15	Tue	1638	Rear-End	0	0	1	Day	Wet	Followed too Closely
26	5.655	10/27/15	Tue	1720	Rear-End	0	1	0	Day	Dry	Followed too Closely
27	5.684	04/25/15	Sat	1545	Rear-End	0	3	0	Day	Dry	#N/A
28	5.692	08/28/15	Fri	2138	Not Coded	0	1	0	Night	Dry	#N/A
29	5.693	06/04/15	Thu	1038	Rear-End	0	0	1	Day	Dry	Followed too Closely
30	5.706	02/09/15	Mon	2050	Angle	0	0	1	Night	Wet	Followed too Closely
31	5.708	05/07/15	Thu	0900	Rear-End	0	1	0	Day	Dry	Followed too Closely
32	5.712	01/28/15	Wed	2310	Head-On	0	2	0	Night	Dry	Ran Red Light
33	5.712	04/04/15	Sat	2042	Rear-End	0	0	1	Night	Dry	Followed too Closely
34	5.712	06/04/15	Thu	1452	Other Fixed Object	0	0	1	Day	Dry	#N/A
35	5.712	09/27/15	Sun	0300	Tree (Standing)	0	0	1	Night	Wet	Other Contributing Action
36	5.714	06/29/15	Mon	1819	Rear-End	0	1	0	Day	Wet	Followed too Closely
37	5.715	08/20/15	Thu	1950	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
38	5.716	02/23/15	Mon	1156	Rear-End	0	0	1	Day	Dry	#N/A

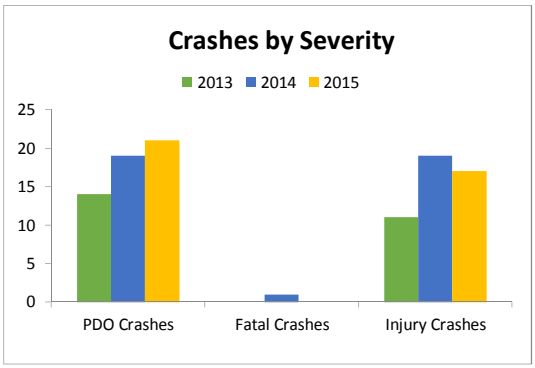
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
38	**0**	**17**	**21**	**22**	**1**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**2**
Percent	*0.00%*	*44.74%*	*55.26%*	*57.89%*	*2.63%*	*15.79%*	*0.00%*	*0.00%*	*10.53%*	*0.00%*	*0.00%*	*0.00%*	*7.89%*	*0.00%*	*5.26%*

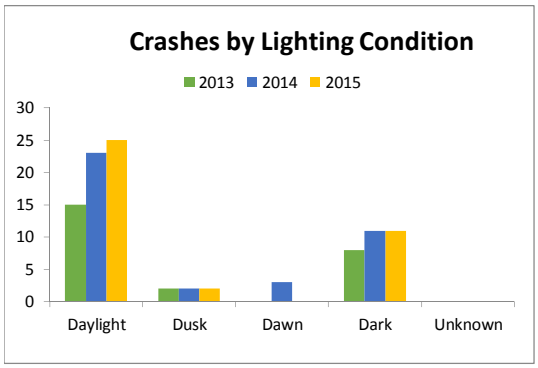
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**25**	**13**	**5**	**33**	**2**	**0**	**3**	**3**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
Percent	*65.79%*	*34.21%*	*13.16%*	*86.84%*	*5.26%*	*0.00%*	**0**	*7.89%*	*0.00%*	*2.63%*	*0.00%*	*0.00%*	*2.63%*	*0.00%*	*0.00%*

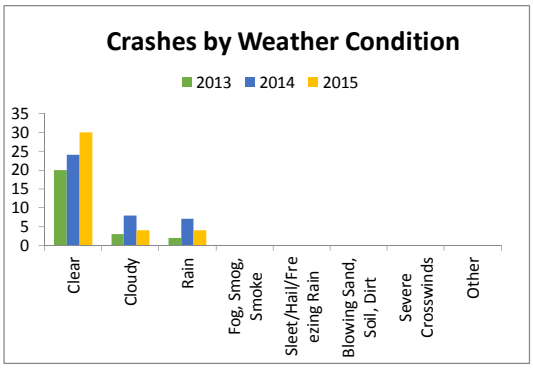
CRASH HISTOGRAMS

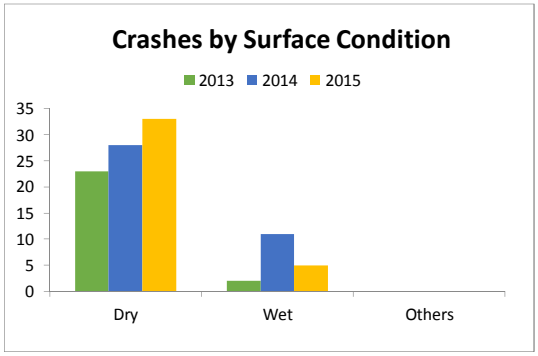
Hillsboro Boulevard (SR 810)

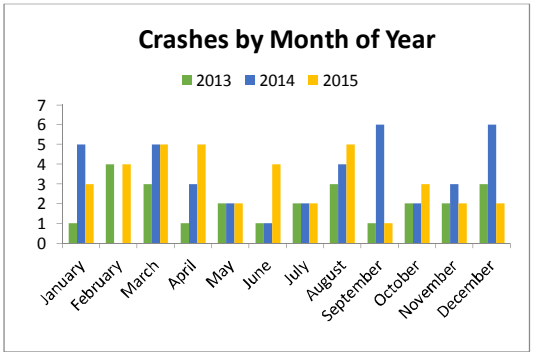


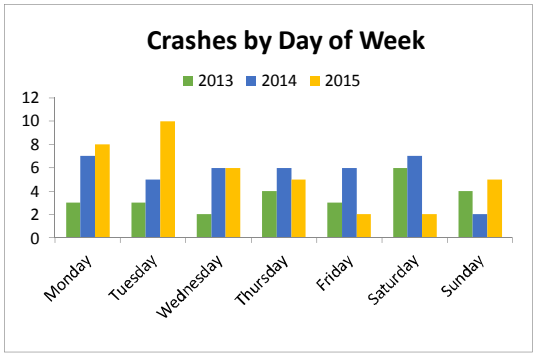


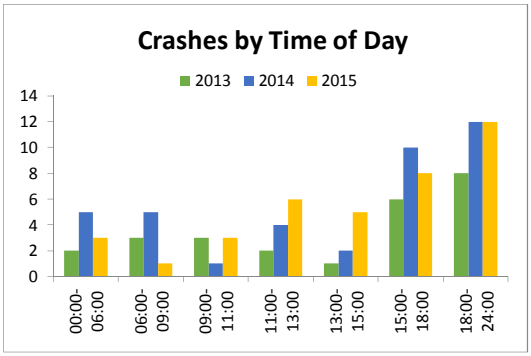












CRASH STATISTICS

I-95 at Hillsboro Boulevard (SR 810)		Criteria		Number of Crashes by Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
CRASH TYPE	Rear End	41		116	119	158	393	131	63.2%
	Head On	42		0	1	1	2	1	0.3%
	Angle	43		6	5	6	17	6	2.7%
	Left Turn	44		0	0	0	0	0	0.0%
	Right Turn	45		0	0	0	0	0	0.0%
	Sideswipe	46		25	20	26	71	24	11.4%
	Backed Into	47		0	0	0	0	0	0.0%
	Pedestrian	10		0	0	0	0	0	0.0%
	Bicycle	11		0	0	1	1	0	0.2%
	Fixed Object	*19*	*39*	*24*	*19*	*26*	*69*	*23*	*11.1%*
	Impact Attenuator/Crash Cushion	19		0	0	0	0	0	0.0%
	Bridge Overhead Structure	20		1	0	0	1	0	0.2%
	Bridge Pier or Support	21		0	0	0	0	0	0.0%
	Bridge Rail	22		0	0	0	0	0	0.0%
	Culvert	23		0	0	0	0	0	0.0%
	Curb	24		0	0	0	0	0	0.0%
	Ditch	25		1	0	0	1	0	0.2%
	Embankment	26		1	0	0	1	0	0.2%
	Guardrail Face	27		4	5	2	11	4	1.8%
	Guardrail End	28		1	0	1	2	1	0.3%
	Cable Barrier	29		0	0	0	0	0	0.0%
	Concrete Traffic Barrier	30		7	6	14	27	9	4.3%
	Other Traffic Barrier	31		0	1	0	1	0	0.2%
	Tree (Standing)	32		3	2	2	7	2	1.1%
	Utility Pole/Light Support	33		6	3	4	13	4	2.1%
	Traffic Sign Support	34		0	1	2	3	1	0.5%
	Traffic Signal Support	35		0	0	0	0	0	0.0%
	Other Post, Pole Or Support	36		0	0	1	1	0	0.2%
	Fence	37		0	1	0	1	0	0.2%
	Mailbox	38		0	0	0	0	0	0.0%
	Other Fixed Object	39		0	0	0	0	0	0.0%
	Other Non Fixed Object Collisions	*12*	*18*	*4*	*8*	*5*	*17*	*6*	*2.7%*
	Railway Vehicle (Train, Engine)	12		0	0	0	0	0	0.0%
	Animal	13		1	0	0	1	0	0.2%
	Motor Vehicle in Transport	14		0	0	0	0	0	0.0%
	Parked Motor Vehicle	15		0	0	1	1	0	0.2%
	Work Zone/Maintenance Equip.	16		0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	17		1	3	3	7	2	1.1%
	Other Non-Fixed Object	18		2	5	1	8	3	1.3%
	Non-Collisions	*1*	*9*	*15*	*16*	*21*	*52*	*17*	*8.4%*
	Overturn/Rollover	1		5	4	11	20	7	3.2%
	Fire/Explosion	2		0	0	1	1	0	0.2%
	Immersion	3		0	0	0	0	0	0.0%
	Jackknife	4		0	1	0	1	0	0.2%
	Cargo/Equipment Loss or Shift	5		0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	6		0	0	0	0	0	0.0%
	Thrown or Falling Object	7		0	0	0	0	0	0.0%
	Ran into Water/Canal	8		1	0	0	1	0	0.2%
	Other Non-Collision	9		0	0	0	0	0	0.0%
	Others			9	11	9	29	10	4.7%
	Total Crashes			**190**	**188**	**244**	**622**	**207**	**100.0%**
SEVERITY	PDO Crashes			113	122	151	386	129	62.1%
	Fatal Crashes	0		1	0	1	2	1	0.3%
	Injury Crashes	0		76	66	92	234	78	37.6%
LIGHTING CONDITIONS	Daylight	1		133	129	183	445	148	71.5%
	Dusk	2		4	7	7	18	6	2.9%
	Dawn	3		1	3	3	7	2	1.1%
	Dark	4	6	52	49	51	152	51	24.4%
	Unknown			0	0	0	0	0	0.0%

CRASH STATISTICS

I-95 at Hillsboro Boulevard (SR 810)		Criteria		Number of Crashes Year 2013	2014	2015	5 Year Total Crashes	Mean Crashes Per Year	%
SURFACE CONDITIONS	Dry	1		134	143	180	457	152	73.5%
	Wet	2		56	45	64	165	55	26.5%
	Others			0	0	0	0	0	0.0%
MONTH OF YEAR	January	1		18	17	22	57	19	9.2%
	February	2		15	15	12	42	14	6.8%
	March	3		22	14	8	44	15	7.1%
	April	4		14	13	23	50	17	8.0%
	May	5		17	19	16	52	17	8.4%
	June	6		11	10	24	45	15	7.2%
	July	7		17	22	27	66	22	10.6%
	August	8		8	11	25	44	15	7.1%
	September	9		17	16	28	61	20	9.8%
	October	10		18	13	16	47	16	7.6%
	November	11		24	20	21	65	22	10.5%
	December	12		9	18	22	49	16	7.9%
DAY OF WEEK	Monday	1		32	27	41	100	33	16.1%
	Tuesday	2		29	31	55	115	38	18.5%
	Wednesday	3		26	50	31	107	36	17.2%
	Thursday	4		18	30	31	79	26	12.7%
	Friday	5		45	24	35	104	35	16.7%
	Saturday	6		23	15	28	66	22	10.6%
	Sunday	7		17	11	23	51	17	8.2%
HOUR OF DAY	00:00-06:00	0	600	20	20	22	62	21	10.0%
	06:00-09:00	600	900	44	31	53	128	43	20.6%
	09:00-11:00	900	1100	11	11	14	36	12	5.8%
	11:00-13:00	1100	1300	10	11	11	32	11	5.1%
	13:00-15:00	1300	1500	13	21	35	69	23	11.1%
	15:00-18:00	1500	1800	51	51	68	170	57	27.3%
	18:00-24:00	1800	2400	41	43	41	125	42	20.1%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	1		19	22	23	64	21	10.3%
	Careless or Negligent Manner	2		89	96	134	319	106	51.3%
	Failed to Yield Right-Of-Way	3		1	1	3	5	2	0.8%
	Improper Backing	4		0	0	0	0	0	0.0%
	Improper Turn	6		0	0	1	1	0	0.2%
	Followed too Closely	10		1	4	1	6	2	1.0%
	Ran Red Light	11		0	0	0	0	0	0.0%
	Drove too Fast for Conditions	12		9	8	15	32	11	5.1%
	Ran Stop Sign	13		0	0	0	0	0	0.0%
	Improper Passing	15		3	2	1	6	2	1.0%
	Exceed Posted Speed	17		0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	21		0	1	0	1	0	0.2%
	Failed To Keep In Proper Lane	25		3	3	2	8	3	1.3%
	Ran Off Roadway	26		1	0	0	1	0	0.2%
	Disregarded Other Traffic Sign	27		0	0	0	0	0	0.0%
	Disregarded other Road Markings	28		0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	29		3	3	4	10	3	1.6%
	Swerved Or Avoided	30		2	2	3	7	2	1.1%
	Erratic, Reckless or Aggressive	31		0	0	0	0	0	0.0%
	Other Contributing Action			59	46	57	162	54	26.0%
WEATHER CONDITIONS	Clear	1		120	119	148	387	129	62.2%
	Cloudy	2		43	49	60	152	51	24.4%
	Rain	3		27	20	36	83	28	13.3%
	Fog, Smog, Smoke	4		0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	5		0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	6		0	0	0	0	0	0.0%
	Severe Crosswinds	7		0	0	0	0	0	0.0%
	Other			0	0	0	0	0	0.0%

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	24.183	04/01/13	Mon	0659	Angle	0	1	0	Day	Dry	No Contributing Action
2	24.183	05/03/13	Fri	1709	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
3	24.183	05/31/13	Fri	1522	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
4	24.183	10/01/13	Tue	1319	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
5	24.183	09/25/13	Wed	1549	Overturn/Rollover	0	1	0	Day	Dry	Swerved Or Avoided
6	24.219	06/15/13	Sat	1626	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
7	24.240	01/10/13	Thu	0715	Rear-End	0	1	0	Day	Dry	Other Contributing Action
8	24.240	07/26/13	Fri	1920	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
9	24.240	09/30/13	Mon	0726	Rear-End	0	0	1	Day	Dry	Other Contributing Action
10	24.269	03/03/13	Sun	0021	Angle	0	0	1	Night	Dry	#N/A
11	24.319	03/03/13	Sun	0018	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
12	24.319	03/03/13	Sun	0017	Rear-End	0	1	0	Night	Dry	#N/A
13	24.319	10/07/13	Mon	2100	Bridge Overhead Structure	0	0	1	Night	Wet	Careless or Negligent Manner
14	24.335	09/20/13	Fri	0836	Rear-End	0	0	1	Day	Dry	Other Contributing Action
15	24.335	11/08/13	Fri	0808	Rear-End	0	0	1	Day	Dry	Other Contributing Action
16	24.369	02/06/13	Wed	0230	Tree (Standing)	0	0	1	Night	Dry	Other Contributing Action
17	24.369	01/17/13	Thu	1540	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
18	24.369	02/09/13	Sat	2120	Sideswipe	0	2	0	Night	Dry	Careless or Negligent Manner
19	24.369	02/16/13	Sat	0441	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
20	24.369	02/22/13	Fri	0026	Concrete Traffic Barrier	0	0	1	Night	Dry	Other Contributing Action
21	24.369	04/09/13	Tue	0848	Rear-End	0	0	1	Day	Dry	Other Contributing Action
22	24.369	08/21/13	Wed	1641	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
23	24.369	05/08/13	Wed	1743	Rear-End	0	1	0	Day	Dry	No Contributing Action
24	24.369	07/26/13	Fri	1858	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
25	24.369	05/18/13	Sat	1015	Sideswipe	0	4	0	Day	Wet	Other Contributing Action
26	24.369	05/21/13	Tue	0932	Sideswipe	0	1	0	Day	Wet	Other Contributing Action
27	24.369	05/31/13	Fri	0204	Concrete Traffic Barrier	0	0	1	Night	Wet	#N/A
28	24.369	09/13/13	Fri	0410	Animal	0	0	1	Night	Dry	Other Contributing Action
29	24.369	07/15/13	Mon	2002	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
30	24.369	10/01/13	Tue	0914	Rear-End	0	0	1	Day	Dry	#N/A
31	24.369	11/08/13	Fri	1944	Rear-End	0	2	0	Night	Wet	#N/A
32	24.369	10/04/13	Fri	0745	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
33	24.369	09/13/13	Fri	1710	Not Coded	0	0	1	Day	Dry	Other Contributing Action
34	24.369	10/04/13	Fri	0900	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
35	24.369	10/20/13	Sun	1232	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
36	24.369	10/11/13	Fri	1723	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
37	24.369	10/29/13	Tue	1850	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
38	24.369	11/04/13	Mon	1927	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
39	24.369	11/25/13	Mon	1805	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
40	24.369	12/22/13	Sun	1411	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
41	24.392	01/02/13	Wed	2203	Sideswipe	3	1	0	Night	Dry	Other Contributing Action
42	24.392	07/09/13	Tue	0845	Rear-End	0	0	1	Day	Wet	Other Contributing Action
43	24.400	02/15/13	Fri	2136	Not Coded	0	0	1	Night	Wet	Careless or Negligent Manner
44	24.430	01/15/13	Tue	0730	Rear-End	0	1	0	Day	Dry	#N/A
45	24.430	03/14/13	Thu	1800	Rear-End	0	1	0	Day	Dry	#N/A
46	24.430	04/23/13	Tue	0800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
47	24.430	05/23/13	Thu	0735	Rear-End	0	0	1	Day	Dry	Other Contributing Action
48	24.430	09/25/13	Wed	0643	Rear-End	0	0	1	Day	Dry	#N/A
49	24.430	11/09/13	Sat	0714	Concrete Traffic Barrier	0	0	1	Day	Wet	Other Contributing Action
50	24.430	11/09/13	Sat	0714	Rear-End	0	0	1	Day	Wet	Other Contributing Action
51	24.430	11/09/13	Sat	0450	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
52	24.449	03/20/13	Wed	0803	Rear-End	0	0	1	Day	Dry	Other Contributing Action
53	24.467	03/26/13	Tue	0739	Rear-End	0	0	1	Day	Dry	Other Contributing Action
54	24.489	01/17/13	Thu	0800	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
55	24.519	01/19/13	Sat	2125	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
56	24.519	03/05/13	Tue	1520	Rear-End	0	0	1	Day	Dry	No Contributing Action
57	24.519	10/29/13	Tue	0615	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
58	24.519	11/08/13	Fri	1933	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
59	24.524	11/08/13	Fri	0800	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
60	24.524	04/03/13	Wed	1753	Not Coded	0	1	0	Day	Dry	Other Contributing Action
61	24.524	03/13/13	Wed	1658	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
62	24.524	12/02/13	Mon	1908	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
63	24.524	11/15/13	Fri	2108	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
64	24.543	01/03/13	Thu	1834	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
65	24.543	05/02/13	Thu	0655	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
66	24.562	02/15/13	Fri	0804	Sideswipe	0	0	1	Day	Wet	Improper Passing
67	24.562	01/23/13	Wed	1843	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
68	24.562	02/20/13	Wed	1522	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
69	24.562	08/18/13	Sun	2231	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
70	24.562	10/22/13	Tue	1839	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
71	24.562	11/05/13	Tue	0742	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
72	24.600	01/30/13	Wed	0743	Rear-End	0	0	1	Day	Dry	Other Contributing Action
73	24.600	09/23/13	Mon	0515	Not Coded	0	0	1	Night	Dry	#N/A
74	24.600	10/18/13	Fri	1631	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
75	24.671	09/02/13	Mon	1514	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
76	24.681	02/18/13	Mon	1543	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
77	24.681	07/28/13	Sun	1202	Angle	0	1	0	Day	Wet	Other Contributing Action
78	24.683	11/14/13	Thu	2130	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
79	24.690	12/19/13	Thu	0815	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
80	24.690	04/23/13	Tue	0859	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
81	24.690	06/27/13	Thu	1750	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
82	24.700	05/08/13	Wed	0800	Rear-End	0	1	0	Day	Dry	Other Contributing Action
83	24.700	07/17/13	Wed	1650	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
84	24.700	07/14/13	Sun	2054	Not Coded	0	0	1	Night	Wet	Careless or Negligent Manner
85	24.711	11/30/13	Sat	1230	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
86	24.719	02/14/13	Thu	1804	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
87	24.719	04/24/13	Wed	1812	Rear-End	0	0	1	Day	Dry	Other Contributing Action
88	24.719	12/23/13	Mon	1825	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
89	24.757	01/25/13	Fri	0906	Rear-End	0	0	1	Day	Dry	Other Contributing Action
90	24.757	02/15/13	Fri	1328	Rear-End	0	0	1	Day	Wet	Other Contributing Action
91	24.757	04/23/13	Tue	1634	Rear-End	0	0	1	Day	Dry	Other Contributing Action
92	24.757	10/21/13	Mon	1215	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
93	24.757	10/21/13	Mon	1215	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
94	24.762	01/08/13	Tue	1627	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
95	24.762	03/18/13	Mon	1828	Rear-End	0	1	0	Night	Wet	No Contributing Action
96	24.762	08/15/13	Thu	0835	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
97	24.762	05/25/13	Sat	2324	Rear-End	0	1	0	Night	Dry	#N/A
98	24.762	09/30/13	Mon	1754	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
99	24.792	04/05/13	Fri	0750	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
100	24.814	03/20/13	Wed	0809	Rear-End	0	0	1	Day	Dry	Other Contributing Action
101	24.851	03/06/13	Wed	0740	Rear-End	0	1	0	Day	Dry	Other Contributing Action
102	24.851	06/07/13	Fri	1517	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
103	24.851	05/16/13	Thu	1705	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
104	24.851	06/26/13	Wed	0719	Rear-End	0	0	1	Day	Wet	Other Contributing Action
105	24.862	03/22/13	Fri	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
106	24.862	01/11/13	Fri	0155	Rear-End	0	0	1	Night	Dry	No Contributing Action
107	24.862	02/12/13	Tue	1907	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
108	24.862	03/29/13	Fri	1820	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
109	24.862	08/26/13	Mon	1453	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
110	24.870	02/19/13	Tue	0740	Rear-End	0	0	1	Day	Dry	Other Contributing Action
111	24.874	03/29/13	Fri	1616	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
112	24.874	07/24/13	Wed	1723	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
113	24.889	03/12/13	Tue	0821	Rear-End	0	0	1	Day	Dry	Other Contributing Action
114	24.908	07/28/13	Sun	1227	Rear-End	0	0	1	Day	Wet	Other Contributing Action
115	24.912	01/26/13	Sat	2219	Embankment	0	0	1	Night	Dry	#N/A
116	24.912	02/25/13	Mon	1803	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
117	24.912	01/12/13	Sat	1330	Sideswipe	0	0	1	Day	Dry	Improper Passing
118	24.912	05/21/13	Tue	1450	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
119	24.912	03/31/13	Sun	1222	Rear-End	0	0	1	Day	Dry	Other Contributing Action
120	24.912	03/01/13	Fri	1455	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
121	24.912	04/16/13	Tue	1632	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
122	24.912	05/06/13	Mon	0102	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
123	24.912	05/02/13	Thu	1915	Struck by Falling/Shifting Cargo	0	0	1	Day	Wet	No Contributing Action
124	24.912	07/14/13	Sun	2159	Ditch	0	2	0	Night	Wet	No Contributing Action
125	24.912	06/28/13	Fri	1559	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	24.912	05/17/13	Fri	1713	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
127	24.912	07/23/13	Tue	0931	Utility Pole/Light Support	0	1	0	Day	Dry	Other Contributing Action
128	24.912	07/26/13	Fri	1701	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
129	24.912	09/23/13	Mon	1821	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
130	24.912	09/10/13	Tue	1655	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
131	24.912	09/22/13	Sun	1333	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
132	24.912	11/15/13	Fri	1214	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
133	24.912	11/23/13	Sat	2210	Sideswipe	0	0	1	Night	Dry	No Contributing Action
134	24.912	10/22/13	Tue	0743	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
135	24.912	11/18/13	Mon	1713	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
136	24.912	11/07/13	Thu	1650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
137	24.912	12/09/13	Mon	1717	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
138	24.912	12/10/13	Tue	1555	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
139	24.912	12/16/13	Mon	0629	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
140	24.946	01/10/13	Thu	0852	Rear-End	0	1	0	Day	Dry	Over-Correcting/Over-Steering
141	24.946	03/22/13	Fri	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
142	24.946	09/27/13	Fri	1046	Rear-End	0	0	1	Day	Dry	#N/A
143	24.962	01/12/13	Sat	0218	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
144	24.962	11/04/13	Mon	0912	Sideswipe	0	0	1	Day	Dry	No Contributing Action
145	24.994	01/21/13	Mon	1248	Rear-End	0	0	1	Day	Dry	Improper Passing
146	24.999	09/23/13	Mon	1710	Angle	0	5	0	Day	Wet	Drove too Fast for Conditions
147	25.013	06/07/13	Fri	2258	Angle	0	0	1	Night	Wet	Swerved Or Avoided
148	25.041	11/12/13	Tue	0843	Rear-End	0	0	1	Day	Dry	Other Contributing Action
149	25.092	11/16/13	Sat	1720	Rear-End	0	0	1	Night	Dry	No Contributing Action
150	25.135	10/12/13	Sat	0433	Sideswipe	0	0	1	Night	Dry	#N/A
151	25.135	12/20/13	Fri	1540	Rear-End	0	1	0	Day	Dry	Followed too Closely
152	25.162	11/22/13	Fri	1900	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
153	25.162	03/13/13	Wed	0740	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
154	25.162	06/26/13	Wed	0725	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
155	25.162	02/14/13	Thu	1414	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
156	25.162	04/02/13	Tue	0028	Rear-End	0	0	1	Night	Dry	Other Contributing Action
157	25.162	02/20/13	Wed	0753	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
158	25.162	04/03/13	Wed	1735	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
159	25.162	07/31/13	Wed	1704	Not Coded	0	2	0	Day	Dry	Careless or Negligent Manner
160	25.162	08/05/13	Mon	1632	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
161	25.162	10/07/13	Mon	1700	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
162	0.317	07/06/13	Sat	1740	Utility Pole/Light Support	0	0	1	Day	Wet	No Contributing Action
163	0.332	03/18/13	Mon	2228	Utility Pole/Light Support	0	1	0	Night	Wet	Careless or Negligent Manner
164	0.351	04/27/13	Sat	0624	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
165	0.386	04/12/13	Fri	1648	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
166	0.388	12/13/13	Fri	2337	Utility Pole/Light Support	0	0	1	Night	Dry	#N/A
167	0.009	05/03/13	Fri	1606	Rear-End	0	1	0	Day	Wet	No Contributing Action
168	0.038	07/12/13	Fri	0238	Tree (Standing)	0	2	0	Night	Dry	Careless or Negligent Manner
169	0.200	07/07/13	Sun	0432	Overturn/Rollover	0	1	0	Night	Wet	No Contributing Action
170	0.230	04/12/13	Fri	1413	Sideswipe	0	0	1	Day	Dry	#N/A
171	0.004	08/24/13	Sat	0101	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
172	0.009	09/06/13	Fri	0838	Rear-End	0	0	1	Day	Dry	Other Contributing Action
173	0.009	11/07/13	Thu	2320	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
174	0.015	10/29/13	Tue	1115	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
175	0.095	05/20/13	Mon	1635	Ran into Water/Canal	0	0	1	Day	Wet	#N/A
176	0.134	09/01/13	Sun	1356	Guardrail Face	0	1	0	Day	Wet	Drove too Fast for Conditions
177	0.095	06/08/13	Sat	0924	Concrete Traffic Barrier	0	1	0	Day	Wet	Drove too Fast for Conditions
178	0.205	06/01/13	Sat	0925	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions
179	0.000	01/09/13	Wed	1411	Sideswipe	0	1	0	Day	Dry	No Contributing Action
180	0.000	06/03/13	Mon	1027	Guardrail Face	0	0	1	Day	Wet	Drove too Fast for Conditions
181	0.076	03/18/13	Mon	0414	Guardrail Face	0	1	0	Night	Dry	Careless or Negligent Manner
182	0.152	09/15/13	Sun	1652	Utility Pole/Light Support	0	0	1	Day	Wet	Careless or Negligent Manner
183	0.168	11/10/13	Sun	1500	Overturn/Rollover	0	1	0	Day	Dry	Ran Off Roadway
184	0.281	11/03/13	Sun	1413	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
185	0.335	03/04/13	Mon	1525	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
186	0.351	08/31/13	Sat	0434	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
187	0.355	10/11/13	Fri	1611	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
188	0.357	06/01/13	Sat	0807	Guardrail End	0	0	1	Day	Wet	Drove too Fast for Conditions
189	0.000	07/17/13	Wed	1500	Guardrail Face	0	0	1	Day	Wet	Over-Correcting/Over-Steering
190	0.289	08/20/13	Tue	2330	Utility Pole/Light Support	0	1	0	Night	Wet	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
190	**1**	**76**	**114**	**116**	**0**	**6**	**0**	**0**	**25**	**0**	**0**	**0**	**24**	**1**	**18**
Percent	*0.53%*	*40.00%*	*60.00%*	*61.05%*	*0.00%*	*3.16%*	*0.00%*	*0.00%*	*13.16%*	*0.00%*	*0.00%*	*0.00%*	*12.63%*	*0.53%*	*9.47%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**133**	**57**	**56**	**134**	**89**	**1**	**0**	**0**	**9**	**3**	0	0	1	7	0
Percent	*70.00%*	*30.00%*	*29.47%*	*70.53%*	*46.84%*	*0.53%*	*0.00%*	*0.00%*	*4.74%*	*1.58%*	*0.00%*	*0.00%*	*0.53%*	*3.68%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9
ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	24.183	03/29/14	Sat	1943	Rear-End	0	0	1	Night	Wet	#N/A
2	24.183	05/23/14	Fri	1739	Rear-End	0	0	1	Day	Dry	#N/A
3	24.183	10/16/14	Thu	1601	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
4	24.183	11/17/14	Mon	1813	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
5	24.183	12/09/14	Tue	1814	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
6	24.183	12/15/14	Mon	1811	Rear-End	0	1	0	Night	Dry	#N/A
7	24.183	12/10/14	Wed	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	24.219	01/29/14	Wed	0210	Fence	0	1	0	Night	Dry	Other Contributing Action
9	24.219	06/11/14	Wed	0756	Rear-End	0	1	0	Day	Dry	No Contributing Action
10	24.219	07/23/14	Wed	1009	Tree (Standing)	0	1	0	Day	Wet	Careless or Negligent Manner
11	24.240	09/02/14	Tue	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
12	24.319	07/25/14	Fri	1639	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
13	24.319	03/11/14	Tue	1538	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
14	24.335	09/27/14	Sat	0608	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
15	24.335	11/12/14	Wed	1854	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
16	24.369	02/05/14	Wed	2035	Sideswipe	0	1	0	Night	Wet	Other Contributing Action
17	24.369	01/27/14	Mon	0420	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
18	24.369	03/11/14	Tue	1756	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
19	24.369	02/03/14	Mon	1624	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
20	24.369	05/09/14	Fri	1449	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
21	24.369	02/27/14	Thu	2105	Overturn/Rollover	0	1	0	Night	Wet	Followed too Closely
22	24.369	06/11/14	Wed	1655	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
23	24.369	05/04/14	Sun	1331	Rear-End	0	0	1	Day	Dry	Other Contributing Action
24	24.369	05/04/14	Sun	1332	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
25	24.369	08/03/14	Sun	0753	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
26	24.369	07/02/14	Wed	0640	Not Coded	0	0	1	Day	Dry	Over-Correcting/Over-Steering
27	24.369	06/16/14	Mon	0955	Sideswipe	0	0	1	Day	Dry	No Contributing Action
28	24.369	07/18/14	Fri	1732	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
29	24.369	09/26/14	Fri	0620	Sideswipe	0	0	1	Night	Wet	#N/A
30	24.369	11/04/14	Tue	0255	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
31	24.369	11/22/14	Sat	1850	Rear-End	0	0	1	Night	Dry	#N/A
32	24.369	10/30/14	Thu	1749	Overturn/Rollover	0	0	1	Day	Dry	Careless or Negligent Manner
33	24.369	11/23/14	Sun	2223	Rear-End	0	0	1	Night	Dry	#N/A
34	24.369	10/30/14	Thu	0828	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
35	24.369	11/06/14	Thu	1313	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
36	24.370	06/05/14	Thu	1815	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
37	24.392	09/19/14	Fri	0447	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
38	24.400	12/26/14	Fri	2010	Not Coded	0	3	0	Night	Wet	Wrong Side or Wrong Way
39	24.417	07/16/14	Wed	1625	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
40	24.430	04/23/14	Wed	0748	Rear-End	0	0	1	Day	Dry	Other Contributing Action
41	24.430	05/05/14	Mon	1219	Rear-End	0	3	0	Day	Dry	Over-Correcting/Over-Steering
42	24.430	03/14/14	Fri	0353	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
43	24.430	12/10/14	Wed	0722	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
44	24.430	05/27/14	Tue	1043	Not Coded	0	1	0	Day	Dry	Failed To Keep In Proper Lane
45	24.430	07/26/14	Sat	0154	Rear-End	0	0	1	Night	Dry	Improper Passing
46	24.430	01/07/14	Tue	1250	Rear-End	0	0	1	Day	Dry	Other Contributing Action
47	24.430	10/31/14	Fri	2025	Not Coded	0	0	1	Night	Dry	#N/A
48	24.430	12/22/14	Mon	0901	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
49	24.449	11/18/14	Tue	1840	Rear-End	0	0	1	Night	Dry	#N/A
50	24.467	05/15/14	Thu	0822	Not Coded	0	0	1	Day	Wet	#N/A
51	24.467	05/15/14	Thu	0822	Rear-End	0	0	1	Day	Wet	Other Contributing Action
52	24.505	02/06/14	Thu	1902	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
53	24.505	03/15/14	Sat	1731	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
54	24.505	04/02/14	Wed	1715	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
55	24.519	02/11/14	Tue	0928	Rear-End	0	1	0	Day	Dry	No Contributing Action
56	24.519	10/09/14	Thu	0820	Rear-End	0	3	0	Day	Dry	Other Contributing Action
57	24.524	12/23/14	Tue	1901	Rear-End	0	1	0	Night	Dry	Improper Passing
58	24.524	01/23/14	Thu	1825	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
59	24.524	02/02/14	Sun	0420	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
60	24.524	02/28/14	Fri	1026	Sideswipe	0	0	1	Day	Dry	No Contributing Action
61	24.524	07/19/14	Sat	0300	Rear-End	0	0	1	Night	Dry	#N/A
62	24.524	09/24/14	Wed	1101	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
63	24.524	12/10/14	Wed	2210	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
64	24.524	12/06/14	Sat	1817	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
65	24.538	11/22/14	Sat	1809	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
66	24.543	03/22/14	Sat	1608	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
67	24.543	07/13/14	Sun	0421	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
68	24.562	01/29/14	Wed	1625	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
69	24.562	03/27/14	Thu	0800	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
70	24.562	11/26/14	Wed	1817	Rear-End	0	2	0	Night	Dry	Followed too Closely
71	24.572	03/25/14	Tue	1505	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
72	24.581	01/29/14	Wed	0000	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
73	24.581	03/11/14	Tue	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
74	24.581	04/16/14	Wed	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
75	24.581	07/07/14	Mon	0840	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
76	24.581	08/26/14	Tue	1426	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
77	24.581	08/29/14	Fri	1624	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
78	24.581	11/05/14	Wed	1821	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
79	24.600	02/19/14	Wed	1237	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
80	24.600	04/22/14	Tue	1843	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
81	24.600	12/03/14	Wed	1500	Rear-End	0	0	1	Day	Dry	#N/A
82	24.600	11/24/14	Mon	1617	Sideswipe	0	0	1	Day	Dry	No Contributing Action
83	24.600	10/24/14	Fri	1849	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
84	24.614	10/04/14	Sat	1305	Rear-End	0	0	1	Day	Dry	No Contributing Action
85	24.619	01/16/14	Thu	1746	Sideswipe	0	0	1	Night	Dry	No Contributing Action
86	24.662	01/09/14	Thu	2117	Concrete Traffic Barrier	0	1	0	Night	Wet	#N/A
87	24.668	03/14/14	Fri	1544	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88	24.668	09/25/14	Thu	1610	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
89	24.671	02/26/14	Wed	0753	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
90	24.671	12/16/14	Tue	1832	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
91	24.681	05/14/14	Wed	0639	Not Coded	0	2	0	Day	Wet	Careless or Negligent Manner
92	24.681	06/19/14	Thu	1630	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
93	24.681	11/26/14	Wed	0000	Rear-End	0	0	1	Day	Dry	#N/A
94	24.681	12/05/14	Fri	0000	Rear-End	0	1	0	Night	Dry	Other Contributing Action
95	24.681	07/22/14	Tue	1306	Concrete Traffic Barrier	0	1	0	Day	Dry	Other Contributing Action
96	24.683	12/17/14	Wed	1627	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
97	24.700	03/25/14	Tue	0935	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
98	24.700	11/13/14	Thu	1502	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
99	24.700	10/15/14	Wed	2030	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
100	24.711	04/21/14	Mon	1602	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
101	24.712	10/31/14	Fri	0749	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
102	24.719	01/19/14	Sun	0315	Sideswipe	0	0	1	Night	Dry	#N/A
103	24.738	08/15/14	Fri	0510	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
104	24.757	07/21/14	Mon	1720	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
105	24.757	08/18/14	Mon	0714	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
106	24.757	08/27/14	Wed	1248	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
107	24.757	07/21/14	Mon	1701	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
108	24.757	11/18/14	Tue	1435	Not Coded	0	0	1	Day	Dry	#N/A
109	24.762	08/18/14	Mon	0817	Rear-End	0	0	1	Day	Dry	#N/A
110	24.762	10/15/14	Wed	2002	Rear-End	0	0	1	Night	Wet	No Contributing Action
111	24.814	04/25/14	Fri	1734	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
112	24.814	11/17/14	Mon	0715	Rear-End	0	0	1	Day	Wet	Other Contributing Action
113	24.832	04/15/14	Tue	0840	Rear-End	0	0	1	Day	Dry	Other Contributing Action
114	24.851	07/23/14	Wed	1413	Jackknife	0	0	1	Day	Wet	Careless or Negligent Manner
115	24.851	07/23/14	Wed	1423	Angle	0	0	1	Day	Wet	No Contributing Action
116	24.851	12/07/14	Sun	1201	Sideswipe	0	0	1	Day	Dry	No Contributing Action
117	24.851	11/14/14	Fri	1445	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
118	24.869	06/23/14	Mon	1453	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
119	24.874	06/21/14	Sat	2206	Concrete Traffic Barrier	0	0	1	Night	Dry	#N/A
120	24.874	07/15/14	Tue	1905	Rear-End	0	0	1	Day	Dry	Other Contributing Action
121	24.874	07/15/14	Tue	1800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
122	24.874	07/23/14	Wed	1440	Rear-End	0	1	0	Day	Dry	Swerved Or Avoided
123	24.874	09/25/14	Thu	2100	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
124	24.889	09/24/14	Wed	1635	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
125	24.912	01/16/14	Thu	0646	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
126	24.912	05/06/14	Tue	2350	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
127	24.912	02/12/14	Wed	1800	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
128	24.912	02/18/14	Tue	1415	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
129	24.912	01/06/14	Mon	1938	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
130	24.912	01/16/14	Thu	1626	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
131	24.912	02/25/14	Tue	1819	Rear-End	0	0	1	Night	Dry	#N/A
132	24.912	02/17/14	Mon	2105	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
133	24.912	03/25/14	Tue	1125	Angle	0	2	0	Day	Dry	Other Contributing Action
134	24.912	07/15/14	Tue	1700	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
135	24.912	04/19/14	Sat	1004	Other Traffic Barrier	0	1	0	Day	Wet	Careless or Negligent Manner
136	24.912	05/21/14	Wed	1543	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
137	24.912	05/21/14	Wed	1626	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
138	24.912	05/29/14	Thu	0732	Rear-End	0	0	1	Day	Wet	Other Contributing Action
139	24.912	06/18/14	Wed	1800	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
140	24.912	07/21/14	Mon	1659	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
141	24.912	06/04/14	Wed	1758	Not Coded	0	1	0	Day	Dry	#N/A
142	24.912	07/31/14	Thu	1650	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
143	24.912	05/28/14	Wed	0235	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
144	24.912	09/03/14	Wed	1656	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
145	24.912	08/15/14	Fri	1830	Rear-End	0	0	1	Day	Wet	#N/A
146	24.912	12/12/14	Fri	1453	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
147	24.912	12/17/14	Wed	1742	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
148	24.912	11/12/14	Wed	0619	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
149	24.912	11/26/14	Wed	1147	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
150	24.912	12/15/14	Mon	0803	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
151	24.912	10/20/14	Mon	1826	Not Coded	0	1	0	Day	Dry	No Contributing Action
152	24.912	11/26/14	Wed	1039	Not Coded	0	0	1	Day	Wet	Swerved Or Avoided
153	25.012	08/25/14	Mon	0825	Rear-End	0	1	0	Day	Dry	Followed too Closely
154	25.041	01/08/14	Wed	0744	Rear-End	0	0	1	Day	Wet	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
155	25.041	03/10/14	Mon	1300	Angle	0	1	0	Day	Dry	Other Contributing Action
156	25.041	04/15/14	Tue	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
157	25.041	07/04/14	Fri	1347	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
158	25.062	04/18/14	Fri	1455	Concrete Traffic Barrier	0	1	0	Day	Dry	Over-Correcting/Over-Steering
159	25.088	09/24/14	Wed	1700	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
160	25.162	10/30/14	Thu	0724	Head-On	0	0	1	Day	Dry	Careless or Negligent Manner
161	25.162	01/18/14	Sat	1754	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
162	25.162	01/21/14	Tue	1636	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
163	25.162	02/10/14	Mon	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
164	25.162	04/13/14	Sun	0010	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
165	25.162	04/13/14	Sun	0016	Rear-End	0	0	1	Night	Dry	#N/A
166	25.162	05/19/14	Mon	1728	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
167	25.162	10/21/14	Tue	1708	Rear-End	0	1	0	Day	Wet	Followed too Closely
168	25.162	07/17/14	Thu	1639	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
169	25.162	05/31/14	Sat	1629	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
170	25.162	09/10/14	Wed	1656	Rear-End	0	1	0	Day	Dry	#N/A
171	25.162	12/10/14	Wed	1540	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
172	25.162	11/14/14	Fri	1650	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
173	0.389	09/02/14	Tue	1810	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
174	0.219	05/29/14	Thu	0703	Traffic Sign Support	0	0	1	Day	Wet	Drove too Fast for Conditions
175	0.095	05/29/14	Thu	1229	Guardrail Face	0	0	1	Day	Wet	Drove too Fast for Conditions
176	0.100	01/08/14	Wed	1108	Utility Pole/Light Support	0	1	0	Day	Wet	Drove too Fast for Conditions
177	0.268	08/09/14	Sat	2025	Guardrail Face	0	2	0	Night	Wet	Drove too Fast for Conditions
178	0.019	09/26/14	Fri	0345	Guardrail Face	0	1	0	Night	Wet	No Contributing Action
179	0.000	03/30/14	Sun	0230	Guardrail Face	0	1	0	Night	Wet	Drove too Fast for Conditions
180	0.057	09/10/14	Wed	2100	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
181	0.149	05/15/14	Thu	1322	Tree (Standing)	0	0	1	Day	Wet	Careless or Negligent Manner
182	0.189	09/04/14	Thu	1019	Overturn/Rollover	0	0	1	Day	Wet	Careless or Negligent Manner
183	0.206	01/30/14	Thu	0720	Utility Pole/Light Support	0	0	1	Night	Wet	Failed To Keep In Proper Lane
184	0.189	04/10/14	Thu	1428	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
185	0.319	06/24/14	Tue	0423	Utility Pole/Light Support	0	0	1	Night	Dry	Other Contributing Action
186	0.326	02/12/14	Wed	1515	Rear-End	0	1	0	Day	Dry	#N/A
187	0.348	09/29/14	Mon	2053	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
188	0.356	08/25/14	Mon	1320	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
188	**0**	**66**	**122**	**119**	**1**	**5**	**0**	**0**	**20**	**0**	**0**	**0**	**19**	**0**	**24**
Percent	*0.00%*	*35.11%*	*64.89%*	*63.30%*	*0.53%*	*2.66%*	*0.00%*	*0.00%*	*10.64%*	*0.00%*	*0.00%*	*0.00%*	*10.11%*	*0.00%*	*12.77%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**129**	**59**	**45**	**143**	**96**	**1**	**0**	**0**	**8**	**2**	0	0	0	2	1
Percent	*68.62%*	*31.38%*	*23.94%*	*76.06%*	*51.06%*	*0.53%*	*0.00%*	*0.00%*	*4.26%*	*1.06%*	*0.00%*	*0.00%*	*0.00%*	*1.06%*	*0.53%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	24.162	06/12/15	Fri	0000	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
2	24.183	04/20/15	Mon	1825	Rear-End	0	1	0	Day	Wet	#N/A
3	24.183	05/12/15	Tue	1530	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
4	24.183	07/20/15	Mon	1745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
5	24.183	08/21/15	Fri	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
6	24.221	01/11/15	Sun	0453	Angle	0	0	1	Night	Dry	#N/A
7	24.259	08/13/15	Thu	2120	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
8	24.319	09/07/15	Mon	1330	Concrete Traffic Barrier	0	0	1	Day	Wet	Careless or Negligent Manner
9	24.319	11/04/15	Wed	1300	Rear-End	0	0	1	Day	Dry	No Contributing Action
10	24.369	08/26/15	Wed	1822	Rear-End	0	0	1	Day	Wet	#N/A
11	24.369	07/14/15	Tue	1320	Rear-End	0	0	1	Day	Dry	No Contributing Action
12	24.369	02/24/15	Tue	1645	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
13	24.369	01/10/15	Sat	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
14	24.369	01/23/15	Fri	1350	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
15	24.369	01/09/15	Fri	0021	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
16	24.369	04/04/15	Sat	0617	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
17	24.369	09/22/15	Tue	0935	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
18	24.369	04/09/15	Thu	0822	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
19	24.369	06/10/15	Wed	0847	Sideswipe	0	0	1	Day	Dry	#N/A
20	24.369	04/28/15	Tue	1730	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
21	24.369	05/11/15	Mon	1430	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
22	24.369	02/28/15	Sat	1447	Not Coded	0	1	0	Day	Wet	Careless or Negligent Manner
23	24.369	05/09/15	Sat	2035	Not Coded	0	0	1	Night	Dry	No Contributing Action
24	24.369	07/03/15	Fri	2350	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
25	24.369	07/20/15	Mon	1355	Not Coded	0	0	1	Day	Dry	No Contributing Action
26	24.369	09/08/15	Tue	0822	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
27	24.369	08/28/15	Fri	0733	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
28	24.369	11/14/15	Sat	0909	Concrete Traffic Barrier	0	0	1	Day	Wet	Other Contributing Action
29	24.369	11/22/15	Sun	1248	Guardrail Face	0	0	1	Day	Wet	No Contributing Action
30	24.369	10/31/15	Sat	1650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	24.369	10/02/15	Fri	0831	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	24.369	10/23/15	Fri	1148	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
33	24.369	12/05/15	Sat	0150	Rear-End	0	0	1	Night	Wet	#N/A
34	24.378	09/03/15	Thu	0857	Not Coded	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
35	24.392	01/13/15	Tue	0819	Rear-End	0	0	1	Day	Wet	Other Contributing Action
36	24.392	01/13/15	Tue	0819	Rear-End	0	0	1	Day	Wet	Other Contributing Action
37	24.392	01/16/15	Fri	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
38	24.392	05/17/15	Sun	0638	Concrete Traffic Barrier	0	0	1	Day	Wet	#N/A
39	24.419	08/05/15	Wed	1512	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
40	24.419	07/23/15	Thu	1510	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
41	24.430	04/06/15	Mon	0721	Rear-End	0	0	1	Day	Dry	#N/A
42	24.430	05/14/15	Thu	0755	Rear-End	0	0	1	Day	Dry	#N/A
43	24.430	07/14/15	Tue	1444	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
44	24.430	09/28/15	Mon	1620	Rear-End	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
45	24.430	11/14/15	Sat	1350	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
46	24.498	04/21/15	Tue	0650	Rear-End	0	0	1	Day	Dry	Over-Correcting/Over-Steering
47	24.517	12/14/15	Mon	0703	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
48	24.517	09/29/15	Tue	1900	Angle	0	0	1	Night	Wet	Careless or Negligent Manner
49	24.519	04/09/15	Thu	0033	Sideswipe	0	0	1	Night	Dry	No Contributing Action
50	24.524	02/09/15	Mon	1345	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
51	24.524	01/11/15	Sun	2156	Rear-End	0	2	0	Night	Dry	#N/A
52	24.524	07/14/15	Tue	1635	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
53	24.524	12/04/15	Fri	1044	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
54	24.524	12/07/15	Mon	1106	Rear-End	0	1	0	Day	Dry	Other Contributing Action
55	24.524	12/13/15	Sun	1259	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
56	24.524	11/23/15	Mon	1450	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
57	24.524	12/30/15	Wed	1310	Rear-End	0	1	0	Day	Dry	No Contributing Action
58	24.534	09/09/15	Wed	1743	Sideswipe	0	0	1	Day	Dry	#N/A
59	24.543	12/08/15	Tue	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
60	24.562	01/06/15	Tue	1750	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
61	24.562	04/14/15	Tue	1034	Rear-End	0	0	1	Day	Dry	#N/A
62	24.567	09/10/15	Thu	1753	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
63	24.567	09/05/15	Sat	2255	Rear-End	0	1	0	Night	Wet	Other Contributing Action
64	24.567	09/02/15	Wed	2030	Rear-End	0	0	1	Night	Dry	#N/A
65	24.571	11/21/15	Sat	1616	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
66	24.572	12/10/15	Thu	0750	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
67	24.581	06/09/15	Tue	0859	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
68	24.581	11/02/15	Mon	1525	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
69	24.591	11/09/15	Mon	1910	Sideswipe	0	0	1	Night	Dry	#N/A
70	24.600	03/23/15	Mon	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
71	24.600	11/28/15	Sat	1900	Fire/Explosion	0	0	1	Night	Dry	No Contributing Action
72	24.600	12/01/15	Tue	1800	Rear-End	0	0	1	Day	Dry	#N/A
73	24.604	07/11/15	Sat	2229	Concrete Traffic Barrier	0	2	0	Night	Dry	Other Contributing Action
74	24.610	10/04/15	Sun	0540	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
75	24.617	07/19/15	Sun	1311	Sideswipe	0	0	1	Day	Dry	#N/A
76	24.619	12/31/15	Thu	1120	Concrete Traffic Barrier	0	0	1	Day	Dry	Swerved Or Avoided
77	24.641	12/15/15	Tue	1459	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
78	24.643	04/17/15	Fri	1754	Head-On	0	0	1	Day	Dry	#N/A
79	24.643	07/17/15	Fri	1431	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	24.643	09/15/15	Tue	1430	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
81	24.643	09/22/15	Tue	1826	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
82	24.653	06/11/15	Thu	2221	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
83	24.662	03/15/15	Sun	1449	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
84	24.662	04/08/15	Wed	1624	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
85	24.662	06/22/15	Mon	1713	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
86	24.662	08/12/15	Wed	2033	Sideswipe	0	0	1	Night	Dry	#N/A
87	24.666	12/08/15	Tue	0844	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
88	24.676	02/12/15	Thu	1737	Rear-End	0	1	0	Day	Dry	Followed too Closely
89	24.681	11/13/15	Fri	0845	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
90	24.681	01/27/15	Tue	1645	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
91	24.681	01/31/15	Sat	0302	Concrete Traffic Barrier	0	0	1	Night	Dry	Over-Correcting/Over-Steering
92	24.681	05/05/15	Tue	1756	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
93	24.681	04/19/15	Sun	0253	Rear-End	0	4	0	Night	Dry	No Contributing Action
94	24.681	06/29/15	Mon	0740	Rear-End	0	1	0	Day	Dry	No Contributing Action
95	24.681	03/31/15	Tue	1648	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
96	24.681	07/14/15	Tue	1555	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
97	24.681	07/24/15	Fri	1500	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
98	24.681	06/09/15	Tue	1914	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
99	24.681	11/30/15	Mon	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
100	24.681	12/31/15	Thu	1830	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
101	24.683	01/15/15	Thu	1455	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
102	24.683	06/22/15	Mon	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
103	24.683	07/23/15	Thu	1441	Rear-End	0	0	1	Day	Dry	No Contributing Action
104	24.690	08/12/15	Wed	1330	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
105	24.690	08/08/15	Sat	0903	Sideswipe	0	0	1	Day	Dry	#N/A
106	24.690	08/29/15	Sat	1525	Rear-End	0	0	1	Day	Wet	#N/A
107	24.690	10/01/15	Thu	1550	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
108	24.700	04/02/15	Thu	1902	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
109	24.700	05/28/15	Thu	2232	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
110	24.700	10/27/15	Tue	0641	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
111	24.700	09/24/15	Thu	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
112	24.709	10/27/15	Tue	0710	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
113	24.719	01/18/15	Sun	1610	Rear-End	0	0	1	Day	Dry	No Contributing Action
114	24.719	03/31/15	Tue	1613	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
115	24.719	04/03/15	Fri	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
116	24.719	09/30/15	Wed	1804	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
117	24.719	10/07/15	Wed	1344	Concrete Traffic Barrier	0	1	0	Day	Dry	Other Contributing Action
118	24.719	11/06/15	Fri	0730	Rear-End	0	1	0	Day	Dry	No Contributing Action
119	24.719	11/14/15	Sat	1515	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
120	24.719	11/28/15	Sat	2002	Angle	0	0	1	Night	Dry	Improper Passing
121	24.738	09/16/15	Wed	1500	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
122	24.738	10/03/15	Sat	1615	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
123	24.738	09/16/15	Wed	1604	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
124	24.738	11/14/15	Sat	1305	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
125	24.757	02/03/15	Tue	1602	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	24.757	05/26/15	Tue	0715	Rear-End	0	0	1	Day	Dry	Other Contributing Action
127	24.757	03/30/15	Mon	0700	Rear-End	0	0	1	Night	Dry	#N/A
128	24.757	04/27/15	Mon	1800	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
129	24.757	07/02/15	Thu	1715	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
130	24.757	07/08/15	Wed	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
131	24.757	07/28/15	Tue	2024	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
132	24.757	10/30/15	Fri	1528	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
133	24.757	11/27/15	Fri	1026	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
134	24.757	12/04/15	Fri	1202	Angle	0	1	0	Day	Wet	Careless or Negligent Manner
135	24.762	01/04/15	Sun	1847	Rear-End	0	0	1	Night	Dry	No Contributing Action
136	24.762	02/05/15	Thu	0737	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
137	24.762	02/28/15	Sat	1540	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
138	24.762	09/19/15	Sat	2025	Rear-End	0	0	1	Night	Dry	#N/A
139	24.762	06/11/15	Thu	1645	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
140	24.762	06/26/15	Fri	1618	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
141	24.762	10/19/15	Mon	1850	Rear-End	0	0	1	Night	Dry	#N/A
142	24.762	10/11/15	Sun	2114	Overturn/Rollover	0	1	0	Night	Wet	No Contributing Action
143	24.762	12/08/15	Tue	1434	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
144	24.804	04/27/15	Mon	0640	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
145	24.804	09/01/15	Tue	0729	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
146	24.804	09/01/15	Tue	0820	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
147	24.804	07/01/15	Wed	0825	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
148	24.814	06/27/15	Sat	0406	Rear-End	0	0	1	Night	Dry	Other Contributing Action
149	24.834	08/05/15	Wed	1827	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
150	24.851	01/20/15	Tue	0305	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
151	24.851	01/20/15	Tue	0814	Rear-End	0	0	1	Day	Dry	#N/A
152	24.851	01/05/15	Mon	0731	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
153	24.851	02/06/15	Fri	1935	Sideswipe	0	0	1	Night	Wet	Other Contributing Action
154	24.851	02/28/15	Sat	1226	Rear-End	0	0	1	Day	Wet	Other Contributing Action
155	24.851	01/20/15	Tue	0903	Rear-End	0	1	0	Day	Dry	No Contributing Action
156	24.851	06/01/15	Mon	0722	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
157	24.851	04/21/15	Tue	1830	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
158	24.851	06/11/15	Thu	0335	Sideswipe	0	0	1	Night	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	24.851	07/09/15	Thu	1640	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
160	24.851	05/04/15	Mon	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
161	24.851	07/05/15	Sun	0745	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
162	24.851	07/14/15	Tue	1220	Sideswipe	0	2	0	Day	Dry	Swerved Or Avoided
163	24.851	06/09/15	Tue	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
164	24.851	06/12/15	Fri	0828	Rear-End	0	1	0	Day	Dry	#N/A
165	24.851	08/26/15	Wed	0810	Rear-End	0	0	1	Day	Dry	Other Contributing Action
166	24.851	08/03/15	Mon	0752	Rear-End	0	0	1	Day	Dry	Other Contributing Action
167	24.851	10/22/15	Thu	0730	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
168	24.851	09/21/15	Mon	1400	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
169	24.851	09/28/15	Mon	1731	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
170	24.869	11/12/15	Thu	0725	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
171	24.874	03/01/15	Sun	0023	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
172	24.874	09/22/15	Tue	0922	Sideswipe	0	0	1	Day	Dry	#N/A
173	24.912	12/31/15	Thu	1145	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
174	24.912	01/30/15	Fri	1525	Rear-End	0	0	1	Day	Dry	#N/A
175	24.912	01/30/15	Fri	1620	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
176	24.912	02/09/15	Mon	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
177	24.912	01/05/15	Mon	0724	Rear-End	0	0	1	Day	Dry	Other Contributing Action
178	24.912	05/21/15	Thu	1407	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
179	24.912	06/20/15	Sat	1800	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
180	24.912	04/13/15	Mon	1747	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
181	24.912	05/26/15	Tue	1748	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
182	24.912	06/09/15	Tue	1609	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
183	24.912	05/20/15	Wed	0017	Not Coded	0	0	1	Night	Dry	#N/A
184	24.912	06/10/15	Wed	0747	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
185	24.912	07/13/15	Mon	0847	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
186	24.912	08/27/15	Thu	1552	Rear-End	0	1	0	Day	Dry	#N/A
187	24.912	08/07/15	Fri	0002	Sideswipe	0	2	0	Night	Dry	Careless or Negligent Manner
188	24.912	08/17/15	Mon	1624	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
189	24.912	11/27/15	Fri	0810	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
190	24.912	09/02/15	Wed	0948	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
191	24.912	08/21/15	Fri	0805	Rear-End	0	1	0	Day	Dry	#N/A
192	24.912	09/17/15	Thu	1912	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
193	24.912	12/15/15	Tue	1758	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
194	24.912	12/24/15	Thu	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
195	24.946	05/08/15	Fri	2310	Concrete Traffic Barrier	0	0	1	Night	Dry	Over-Correcting/Over-Steering
196	24.946	06/23/15	Tue	0820	Parked Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
197	24.962	03/16/15	Mon	1554	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
198	25.013	05/12/15	Tue	2356	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
199	25.041	08/03/15	Mon	0710	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
200	25.162	07/24/15	Fri	1421	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
201	25.162	08/26/15	Wed	1729	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
202	25.162	08/26/15	Wed	1753	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
203	25.162	07/24/15	Fri	1450	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
204	25.162	03/08/15	Sun	0310	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
205	25.162	07/14/15	Tue	1355	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
206	25.162	04/21/15	Tue	1731	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
207	25.162	06/08/15	Mon	1606	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
208	25.162	06/21/15	Sun	0000	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
209	25.162	10/30/15	Fri	0426	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
210	25.262	11/20/15	Fri	2240	Overturn/Rollover	1	0	0	Night	Dry	Careless or Negligent Manner
211	25.262	06/17/15	Wed	1530	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
212	0.000	10/19/15	Mon	0110	Utility Pole/Light Support	0	0	1	Night	Wet	Drove too Fast for Conditions
213	0.265	12/02/15	Wed	1438	Overturn/Rollover	0	0	1	Day	Wet	Drove too Fast for Conditions
214	0.289	08/29/15	Sat	1721	Overturn/Rollover	0	1	0	Day	Wet	Drove too Fast for Conditions
215	0.289	09/16/15	Wed	1326	Tree (Standing)	0	0	1	Day	Wet	Drove too Fast for Conditions
216	0.294	02/28/15	Sat	1412	Utility Pole/Light Support	0	0	1	Day	Wet	#N/A
217	0.294	11/22/15	Sun	0740	Overturn/Rollover	0	0	1	Day	Wet	No Contributing Action
218	0.332	04/19/15	Sun	0621	Traffic Sign Support	0	0	1	Night	Dry	Drove too Fast for Conditions
219	0.351	05/31/15	Sun	0857	Overturn/Rollover	0	1	0	Day	Wet	Drove too Fast for Conditions
220	0.361	09/16/15	Wed	0808	Overturn/Rollover	0	1	0	Day	Wet	Careless or Negligent Manner
221	0.375	09/09/15	Wed	0934	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
222	0.004	07/20/15	Mon	0852	Rear-End	0	0	1	Day	Dry	Other Contributing Action
223	0.005	04/27/15	Mon	1230	Rear-End	0	0	1	Day	Dry	Other Contributing Action
224	0.009	08/11/15	Tue	0558	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
225	0.167	06/25/15	Thu	0120	Traffic Sign Support	0	2	0	Night	Dry	Careless or Negligent Manner
226	0.200	08/26/15	Wed	2300	Utility Pole/Light Support	0	2	0	Night	Wet	Drove too Fast for Conditions
227	0.203	08/30/15	Sun	1538	Guardrail Face	0	0	1	Day	Wet	Drove too Fast for Conditions
228	0.205	04/19/15	Sun	0215	Other Post, Pole Or Support	0	1	0	Night	Dry	Careless or Negligent Manner
229	0.205	04/29/15	Wed	1019	Utility Pole/Light Support	0	0	1	Day	Wet	Over-Correcting/Over-Steering
230	0.205	10/25/15	Sun	2350	Guardrail End	0	1	0	Night	Wet	Drove too Fast for Conditions
231	0.085	06/27/15	Sat	1740	Overturn/Rollover	0	1	0	Day	Dry	Drove too Fast for Conditions
232	0.178	09/29/15	Tue	1004	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
233	0.168	07/14/15	Tue	1245	Rear-End	0	1	0	Day	Dry	No Contributing Action
234	0.257	07/24/15	Fri	1407	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
235	0.262	08/18/15	Tue	1016	Rear-End	0	3	0	Day	Dry	Other Contributing Action
236	0.262	08/16/15	Sun	0300	Overturn/Rollover	0	1	0	Night	Wet	Careless or Negligent Manner
237	0.319	01/06/15	Tue	1437	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
238	0.338	12/07/15	Mon	1332	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
239	0.344	05/29/15	Fri	1931	Rear-End	0	0	1	Night	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 24.150 TO 25.317 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

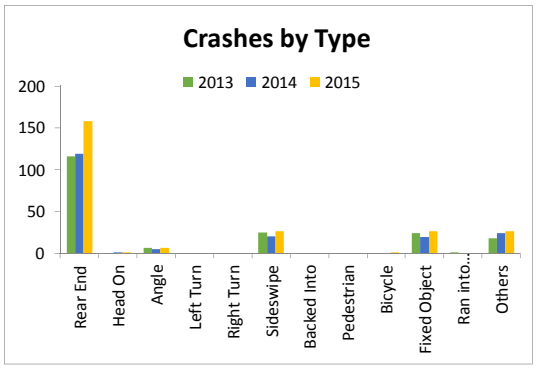
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
240	0.353	02/21/15	Sat	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
241	0.355	12/07/15	Mon	0703	Sideswipe	0	0	1	Day	Dry	Improper Turn
242	0.356	04/03/15	Fri	1919	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
243	0.357	11/18/15	Wed	1912	Not Coded	0	1	0	Night	Dry	Other Contributing Action
244	0.357	12/29/15	Tue	0933	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way

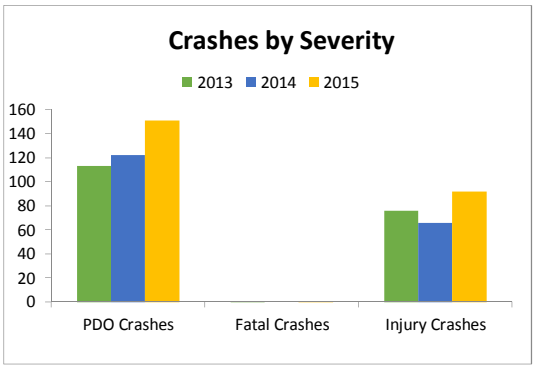
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
244	**1**	**92**	**151**	**158**	**1**	**6**	**0**	**0**	**26**	**0**	**1**	**1**	**26**	**0**	**25**
Percent	*0.41%*	*37.70%*	*61.89%*	*64.75%*	*0.41%*	*2.46%*	*0.00%*	*0.00%*	*10.66%*	*0.00%*	*0.41%*	*0.41%*	*10.66%*	*0.00%*	*10.25%*

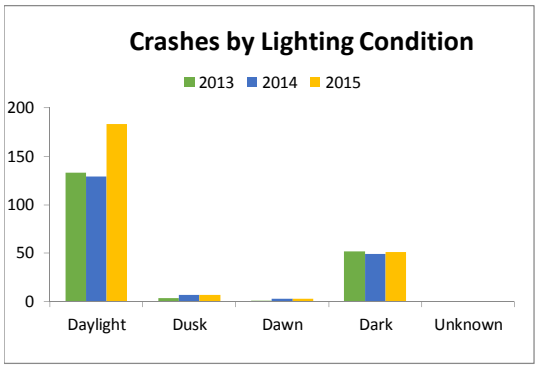
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**183**	**61**	**64**	**180**	**134**	**3**	**1**	**0**	**15**	**1**	**0**	**0**	**0**	**5**	**0**
Percent	*75.00%*	*25.00%*	*26.23%*	*73.77%*	*54.92%*	*1.23%*	**0**	*0.00%*	*6.15%*	*0.41%*	*0.00%*	*0.00%*	*0.00%*	*2.05%*	*0.00%*

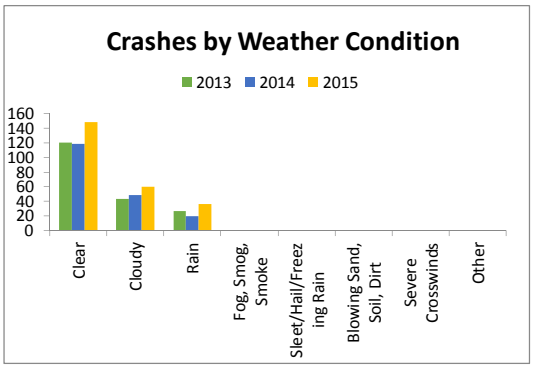
CRASH HISTOGRAMS

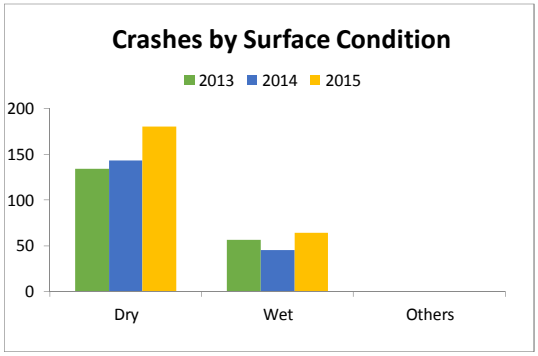
I-95 at Hillsboro Boulevard (SR 810)

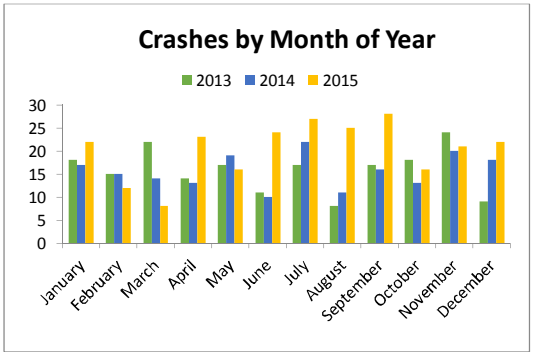


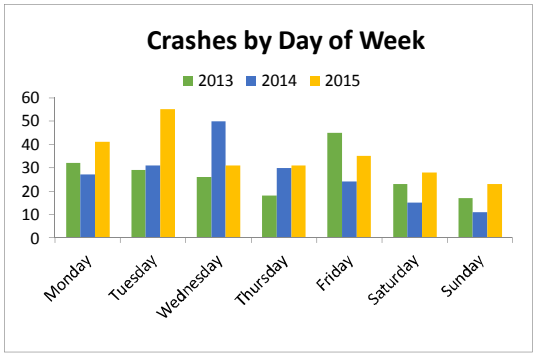


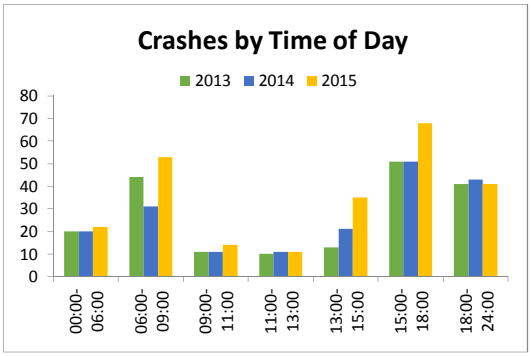


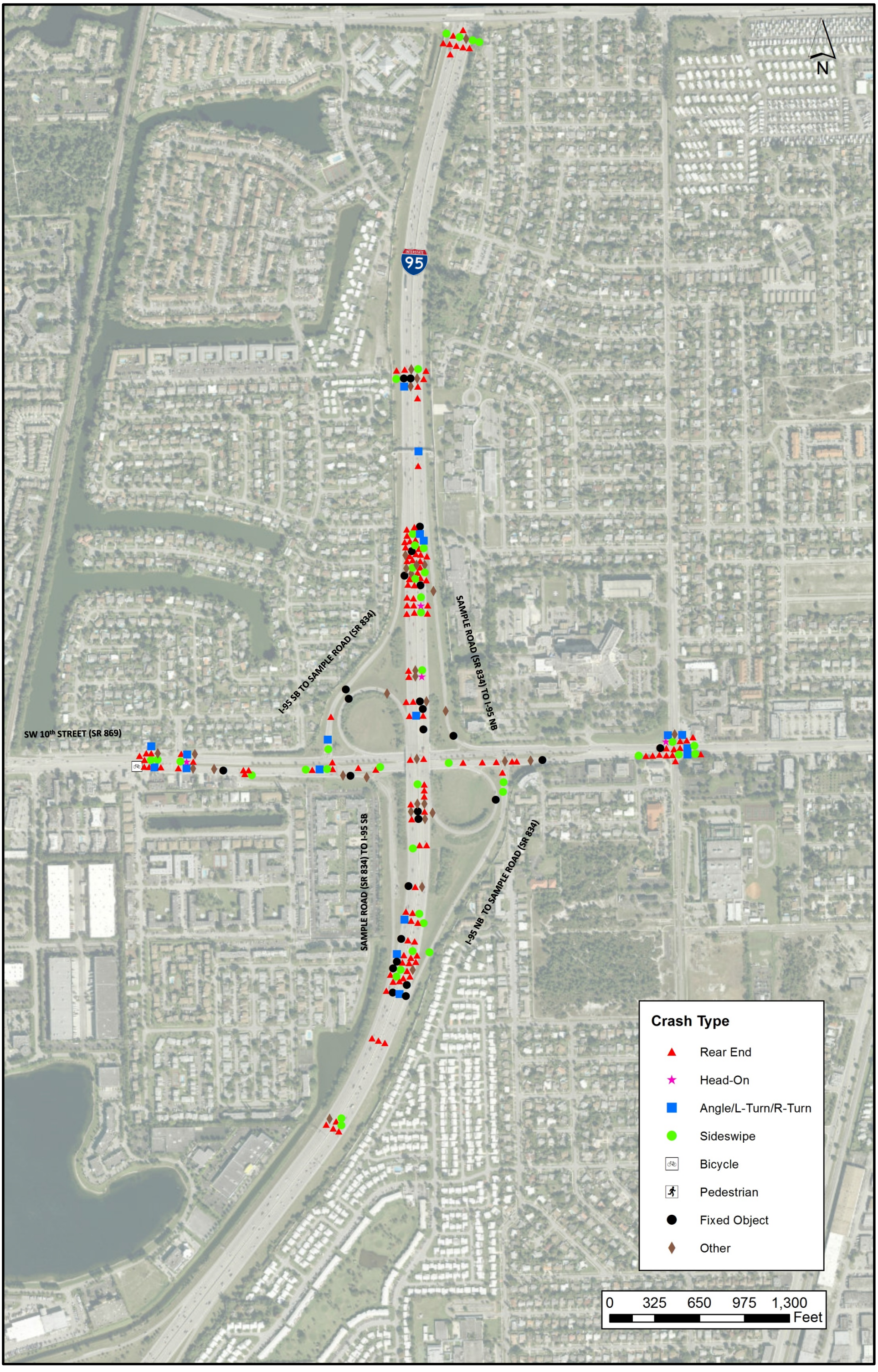






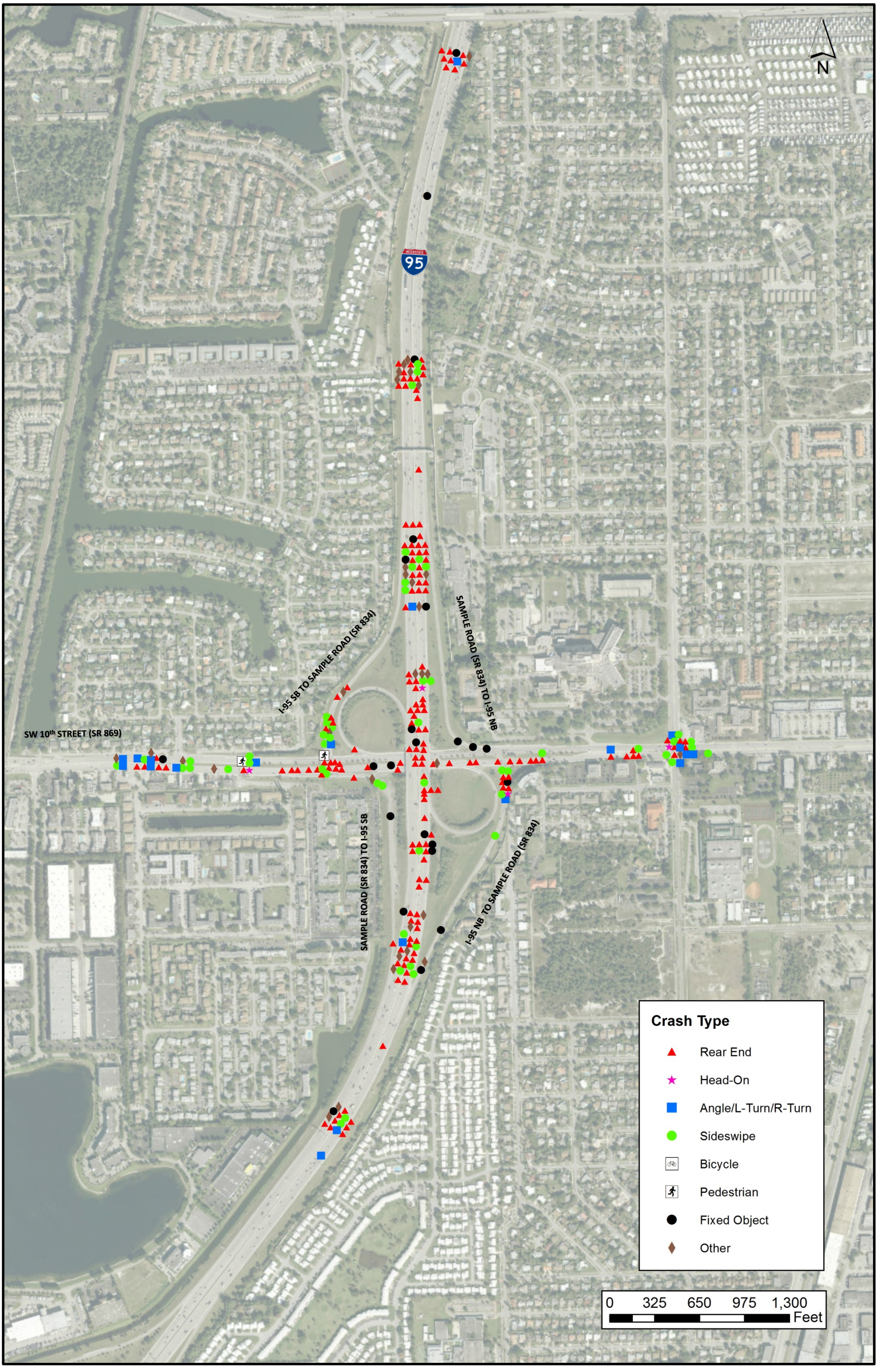






AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2013 CRASH MAP SR 9/I-95 AT SR 834/SAMPLE ROAD INTERCHANGE	APPENDIX E

AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2014 CRASH MAP SR 9/I-95 AT SR 834/SAMPLE ROAD INTERCHANGE	APPENDIX E



AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2015 CRASH MAP SR 9/I-95 AT SR 834/SAMPLE ROAD INTERCHANGE	APPENDIX E

CRASH STATISTICS

Sample Road (SR 834)		Criteria		Number of Crashes			5 Year Total Crashes	Mean Crashes Per Year	%
				Year					
				2013	2014	2015			
CRASH TYPE	Rear End	41		36	40	43	119	40	47.4%
	Head On	42		2	1	2	5	2	2.0%
	Angle	43		9	17	13	39	13	15.5%
	Left Turn	44		0	0	0	0	0	0.0%
	Right Turn	45		0	0	0	0	0	0.0%
	Sideswipe	46		13	21	19	53	18	21.1%
	Backed Into	47		0	0	0	0	0	0.0%
	Pedestrian	10		0	1	2	3	1	1.2%
	Bicycle	11		1	0	0	1	0	0.4%
	Fixed Object	*19*	*39*	*3*	*2*	*3*	*8*	*3*	*3.2%*
	Impact Attenuator/Crash Cushion	19		0	0	0	0	0	0.0%
	Bridge Overhead Structure	20		0	0	0	0	0	0.0%
	Bridge Pier or Support	21		0	0	0	0	0	0.0%
	Bridge Rail	22		0	0	0	0	0	0.0%
	Culvert	23		0	0	0	0	0	0.0%
	Curb	24		0	2	0	2	1	0.8%
	Ditch	25		0	0	0	0	0	0.0%
	Embankment	26		0	0	0	0	0	0.0%
	Guardrail Face	27		0	0	0	0	0	0.0%
	Guardrail End	28		0	0	0	0	0	0.0%
	Cable Barrier	29		0	0	0	0	0	0.0%
	Concrete Traffic Barrier	30		1	0	0	1	0	0.4%
	Other Traffic Barrier	31		1	0	0	1	0	0.4%
	Tree (Standing)	32		0	0	1	1	0	0.4%
	Utility Pole/Light Support	33		0	0	1	1	0	0.4%
	Traffic Sign Support	34		1	0	0	1	0	0.4%
	Traffic Signal Support	35		0	0	0	0	0	0.0%
	Other Post, Pole Or Support	36		0	0	0	0	0	0.0%
	Fence	37		0	0	0	0	0	0.0%
	Mailbox	38		0	0	0	0	0	0.0%
	Other Fixed Object	39		0	0	1	1	0	0.4%
	Other Non Fixed Object Collisions	*12*	*18*	*1*	*1*	*0*	*2*	*1*	*0.8%*
	Railway Vehicle (Train, Engine)	12		0	0	0	0	0	0.0%
	Animal	13		0	0	0	0	0	0.0%
	Motor Vehicle in Transport	14		0	0	0	0	0	0.0%
	Parked Motor Vehicle	15		0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	16		0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	17		0	0	0	0	0	0.0%
	Other Non-Fixed Object	18		1	1	0	2	1	0.8%
	Non-Collisions	*1*	*9*	*6*	*9*	*6*	*21*	*7*	*8.4%*
	Overturn/Rollover	1		1	1	2	4	1	1.6%
	Fire/Explosion	2		0	0	0	0	0	0.0%
	Immersion	3		0	0	0	0	0	0.0%
	Jackknife	4		0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	5		0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	6		0	0	0	0	0	0.0%
	Thrown or Falling Object	7		0	0	0	0	0	0.0%
	Ran into Water/Canal	8		0	0	0	0	0	0.0%
	Other Non-Collision	9		1	0	0	1	0	0.4%
	Others			4	8	4	16	5	6.4%
	Total Crashes			**71**	**92**	**88**	**251**	**84**	**100.0%**
SEVERITY	PDO Crashes			48	61	59	168	56	66.9%
	Fatal Crashes	0		0	1	0	1	0	0.4%
	Injury Crashes	0		23	30	29	82	27	32.7%
LIGHTING CONDITIONS	Daylight	1		49	55	54	158	53	62.9%
	Dusk	2		1	3	2	6	2	2.4%
	Dawn	3		2	3	1	6	2	2.4%
	Dark	4	6	19	31	31	81	27	32.3%
	Unknown			0	0	0	0	0	0.0%

CRASH STATISTICS

Sample Road (SR 834)		Criteria		Number of Crashes by Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
SURFACE CONDITIONS	Dry	1		56	74	78	208	69	82.9%
	Wet	2		15	18	10	43	14	17.1%
	Others			0	0	0	0	0	0.0%
MONTH OF YEAR	January	1		8	13	10	31	10	12.4%
	February	2		5	11	3	19	6	7.6%
	March	3		5	4	7	16	5	6.4%
	April	4		4	6	7	17	6	6.8%
	May	5		6	6	6	18	6	7.2%
	June	6		4	5	8	17	6	6.8%
	July	7		5	6	4	15	5	6.0%
	August	8		4	9	6	19	6	7.6%
	September	9		10	10	11	31	10	12.4%
	October	10		5	4	5	14	5	5.6%
	November	11		9	10	11	30	10	12.0%
	December	12		6	8	10	24	8	9.6%
DAY OF WEEK	Monday	1		7	18	19	44	15	17.5%
	Tuesday	2		12	12	6	30	10	12.0%
	Wednesday	3		6	15	12	33	11	13.1%
	Thursday	4		11	13	10	34	11	13.5%
	Friday	5		14	9	14	37	12	14.7%
	Saturday	6		14	17	20	51	17	20.3%
	Sunday	7		7	8	7	22	7	8.8%
HOUR OF DAY	00:00-06:00	0	600	6	15	10	31	10	12.4%
	06:00-09:00	600	900	11	21	16	48	16	19.1%
	09:00-11:00	900	1100	8	4	8	20	7	8.0%
	11:00-13:00	1100	1300	5	10	12	27	9	10.8%
	13:00-15:00	1300	1500	16	10	6	32	11	12.7%
	15:00-18:00	1500	1800	6	14	13	33	11	13.1%
	18:00-24:00	1800	2400	19	18	23	60	20	23.9%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	1		10	11	7	28	9	11.2%
	Careless or Negligent Manner	2		7	11	12	30	10	12.0%
	Failed to Yield Right-Of-Way	3		5	7	4	16	5	6.4%
	Improper Backing	4		0	0	0	0	0	0.0%
	Improper Turn	6		3	1	3	7	2	2.8%
	Followed too Closely	10		4	14	18	36	12	14.3%
	Ran Red Light	11		5	1	1	7	2	2.8%
	Drove too Fast for Conditions	12		1	1	0	2	1	0.8%
	Ran Stop Sign	13		0	0	0	0	0	0.0%
	Improper Passing	15		0	1	0	1	0	0.4%
	Exceed Posted Speed	17		0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	21		0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	25		2	2	4	8	3	3.2%
	Ran Off Roadway	26		0	1	0	1	0	0.4%
	Disregarded Other Traffic Sign	27		2	1	0	3	1	1.2%
	Disregarded other Road Markings	28		1	0	0	1	0	0.4%
	Over-Correcting/Over-Steering	29		1	0	0	1	0	0.4%
	Swerved Or Avoided	30		1	1	1	3	1	1.2%
	Erratic, Reckless or Aggressive	31		0	1	0	1	0	0.4%
	Other Contributing Action			29	39	38	106	35	42.2%
WEATHER CONDITIONS	Clear	1		53	70	68	191	64	76.1%
	Cloudy	2		8	9	12	29	10	11.6%
	Rain	3		10	12	8	30	10	12.0%
	Fog, Smog, Smoke	4		0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	5		0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	6		0	0	0	0	0	0.0%
	Severe Crosswinds	7		0	0	0	0	0	0.0%
	Other			0	1	0	1	0	0.4%

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86028000 STATE ROUTE: 834
ROADWAY LIMITS: NA M.P. 7.360 TO 8.185 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	7.391	05/03/13	Fri	1448	Pedalcycle	0	1	0	Day	Dry	Not Coded
2	7.391	08/08/13	Thu	1530	Rear-End	0	0	1	Day	Dry	No Contributing Action
3	7.401	01/05/13	Sat	1743	Rear-End	0	0	1	Day	Dry	Not Coded
4	7.401	05/15/13	Wed	1659	Rear-End	0	0	1	Day	Dry	Followed too Closely
5	7.406	11/25/13	Mon	1330	Concrete Traffic Barrier	0	0	1	Day	Dry	Over-Correcting/Over-Steering
6	7.406	11/30/13	Sat	2105	Sideswipe	0	0	1	Night	Dry	#N/A
7	7.406	06/17/13	Mon	0718	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	7.408	02/23/13	Sat	0006	Rear-End	0	0	1	Night	Dry	Followed too Closely
9	7.410	01/12/13	Sat	1011	Angle	0	0	1	Day	Dry	Ran Red Light
10	7.410	02/15/13	Fri	1843	Sideswipe	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
11	7.410	02/15/13	Fri	2322	Rear-End	0	2	0	Night	Wet	Other Contributing Action
12	7.410	06/21/13	Fri	0245	Angle	0	0	1	Night	Dry	No Contributing Action
13	7.410	09/27/13	Fri	0920	Not Coded	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
14	7.424	11/22/13	Fri	1430	Rear-End	0	0	1	Day	Dry	No Contributing Action
15	7.448	09/13/13	Fri	1739	Sideswipe	0	0	1	Day	Dry	No Contributing Action
16	7.453	07/20/13	Sat	1615	Rear-End	0	1	0	Day	Dry	Other Contributing Action
17	7.455	12/23/13	Mon	1155	Other Non-Collision	0	0	1	Day	Dry	#N/A
18	7.457	09/21/13	Sat	1220	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
19	7.459	09/24/13	Tue	2250	Angle	0	0	1	Night	Dry	#N/A
20	7.459	12/22/13	Sun	0755	Head-On	0	1	0	Day	Dry	#N/A
21	7.459	06/13/13	Thu	1057	Angle	0	0	1	Day	Dry	Disregarded Other Traffic Sign
22	7.468	11/05/13	Tue	1800	Not Coded	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
23	7.468	06/04/13	Tue	0812	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
24	7.497	11/06/13	Wed	1433	Other Non-Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
25	7.537	10/22/13	Tue	1300	Rear-End	0	0	1	Day	Dry	#N/A
26	7.544	09/14/13	Sat	2010	Rear-End	0	0	1	Day	Dry	No Contributing Action
27	7.545	11/19/13	Tue	0555	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
28	7.546	10/09/13	Wed	1257	Rear-End	0	0	1	Day	Dry	No Contributing Action
29	7.622	03/11/13	Mon	1900	Sideswipe	0	0	1	Day	Dry	No Contributing Action
30	7.631	01/19/13	Sat	1321	Rear-End	0	0	1	Day	Wet	Other Contributing Action
31	7.641	08/20/13	Tue	0825	Angle	0	0	1	Day	Dry	Improper Turn
32	7.648	07/04/13	Thu	1340	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
33	7.659	05/23/13	Thu	1410	Rear-End	0	0	1	Day	Dry	Ran Red Light
34	7.659	08/17/13	Sat	2211	Rear-End	0	0	1	Night	Dry	No Contributing Action
35	7.694	04/23/13	Tue	2000	Rear-End	0	1	0	Night	Dry	Followed too Closely
36	7.712	05/27/13	Mon	0120	Rear-End	0	6	0	Night	Dry	Other Contributing Action
37	7.713	09/13/13	Fri	1005	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
38	7.818	02/13/13	Wed	1340	Sideswipe	0	1	0	Day	Dry	Not Coded
39	7.838	11/26/13	Tue	0700	Rear-End	0	0	1	Day	Dry	#N/A
40	7.864	11/12/13	Tue	0805	Rear-End	0	0	1	Day	Dry	#N/A
41	7.883	01/19/13	Sat	1251	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
42	7.902	09/19/13	Thu	2310	Not Coded	0	2	0	Night	Wet	Careless or Negligent Manner
43	7.906	10/25/13	Fri	1942	Rear-End	0	0	1	Night	Dry	#N/A
44	7.911	12/08/13	Sun	0315	Rear-End	0	1	0	Night	Wet	No Contributing Action
45	7.930	03/23/13	Sat	0752	Not Coded	0	2	0	Day	Wet	Ran Red Light
46	7.946	01/22/13	Tue	1327	Other Traffic Barrier	0	1	0	Day	Dry	Disregarded other Road Markings
47	8.078	03/07/13	Thu	0858	Sideswipe	0	0	1	Day	Dry	#N/A
48	8.088	12/08/13	Sun	0320	Rear-End	0	0	1	Night	Wet	Swerved Or Avoided
49	8.097	04/19/13	Fri	1420	Rear-End	0	0	1	Day	Dry	Other Contributing Action
50	8.116	01/21/13	Mon	2000	Rear-End	0	0	1	Night	Wet	Failed To Keep In Proper Lane
51	8.116	04/06/13	Sat	1455	Rear-End	0	0	1	Day	Dry	Not Coded
52	8.126	03/04/13	Mon	0950	Rear-End	0	0	1	Day	Dry	Other Contributing Action
53	8.131	07/26/13	Fri	0915	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
54	8.133	04/09/13	Tue	1400	Sideswipe	0	0	1	Day	Dry	#N/A
55	8.134	12/05/13	Thu	1046	Rear-End	0	1	0	Day	Dry	Other Contributing Action
56	8.135	03/13/13	Wed	2200	Angle	0	0	1	Night	Dry	Improper Turn
57	8.135	09/11/13	Wed	0640	Rear-End	0	1	0	Night	Wet	Other Contributing Action
58	8.135	09/21/13	Sat	2153	Rear-End	0	0	1	Night	Dry	Disregarded Other Traffic Sign
59	8.135	10/27/13	Sun	1810	Angle	0	1	0	Day	Dry	#N/A
60	8.135	01/10/13	Thu	1903	Sideswipe	0	0	1	Night	Dry	Not Coded
61	8.135	01/26/13	Sat	1632	Head-On	0	1	0	Day	Dry	Improper Turn
62	8.135	05/02/13	Thu	0900	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
63	8.135	05/09/13	Thu	1120	Angle	0	1	0	Day	Dry	No Contributing Action
64	8.135	12/26/13	Thu	0700	Overturn/Rollover	0	1	0	Day	Dry	Ran Red Light
65	8.135	07/14/13	Sun	1908	Angle	0	0	1	Night	Wet	Other Contributing Action
66	8.135	07/14/13	Sun	1826	Rear-End	0	0	1	Day	Wet	Ran Red Light
67	8.135	08/20/13	Tue	1430	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
68	8.135	09/20/13	Fri	0715	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
69	8.135	10/11/13	Fri	1430	Rear-End	0	1	0	Day	Dry	Other Contributing Action
70	8.137	11/08/13	Fri	2200	Traffic Sign Support	0	0	1	Night	Wet	#N/A
71	8.163	02/24/13	Sun	1400	Rear-End	0	0	1	Day	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
71	**0**	**23**	**48**	**36**	**2**	**9**	**0**	**0**	**13**	**0**	**1**	**0**	**3**	**0**	**7**
Percent	*0.00%*	*32.39%*	*67.61%*	*50.70%*	*2.82%*	*12.68%*	*0.00%*	*0.00%*	*18.31%*	*0.00%*	*1.41%*	*0.00%*	*4.23%*	*0.00%*	*9.86%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86028000 STATE ROUTE: 834

ROADWAY LIMITS: NA M.P. 7.360 TO 8.185 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)		
Total	**49**	**22**	**15**	**56**	**7**	**5**	**3**	**5**	**1**	**0**	3	0	0	1	0
Percent	*69.01%*	*30.99%*	*21.13%*	*78.87%*	*9.86%*	*7.04%*	*4.23%*	*7.04%*	*1.41%*	*0.00%*	*4.23%*	*0.00%*	*0.00%*	*1.41%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86028000 STATE ROUTE: 834
ROADWAY LIMITS: NA M.P. 7.360 TO 8.185 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	7.372	04/15/14	Tue	1514	Other Non-Fixed Object	0	1	0	Day	Wet	Followed too Closely
2	7.396	10/21/14	Tue	1934	Rear-End	0	4	0	Night	Dry	Followed too Closely
3	7.401	06/25/14	Wed	0617	Sideswipe	0	0	1	Day	Dry	#N/A
4	7.401	07/21/14	Mon	0736	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
5	7.405	04/12/14	Sat	0800	Overturn/Rollover	0	0	1	Day	Dry	#N/A
6	7.406	01/18/14	Sat	1120	Angle	0	0	1	Day	Dry	Improper Turn
7	7.408	03/29/14	Sat	2129	Rear-End	0	4	0	Night	Wet	Followed too Closely
8	7.408	11/23/14	Sun	2250	Sideswipe	0	0	1	Night	Dry	Disregarded Other Traffic Sign
9	7.410	02/24/14	Mon	0710	Rear-End	0	0	1	Day	Dry	#N/A
10	7.410	08/02/14	Sat	1230	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
11	7.410	08/26/14	Tue	0650	Angle	0	0	1	Day	Wet	#N/A
12	7.410	09/16/14	Tue	0432	Angle	0	0	1	Night	Dry	#N/A
13	7.411	05/05/14	Mon	1809	Rear-End	0	0	1	Day	Dry	#N/A
14	7.412	11/03/14	Mon	1658	Sideswipe	0	0	1	Night	Dry	Improper Passing
15	7.414	09/20/14	Sat	0333	Rear-End	0	0	1	Night	Wet	#N/A
16	7.421	01/22/14	Wed	1537	Rear-End	0	0	1	Day	Dry	Followed too Closely
17	7.440	10/20/14	Mon	0811	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
18	7.445	02/10/14	Mon	1537	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
19	7.455	01/29/14	Wed	2215	Sideswipe	0	0	1	Night	Wet	Erratic, Reckless or Aggressive
20	7.457	04/11/14	Fri	1430	Rear-End	0	0	1	Day	Dry	#N/A
21	7.459	01/15/14	Wed	0105	Angle	0	0	1	Night	Dry	#N/A
22	7.459	03/01/14	Sat	1554	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
23	7.459	04/28/14	Mon	2034	Not Coded	0	1	0	Night	Dry	No Contributing Action
24	7.459	04/30/14	Wed	0710	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
25	7.459	06/08/14	Sun	0223	Angle	0	0	1	Night	Wet	#N/A
26	7.459	12/06/14	Sat	0037	Angle	0	6	0	Night	Wet	Swerved Or Avoided
27	7.461	01/07/14	Tue	2007	Rear-End	0	3	0	Night	Wet	Other Contributing Action
28	7.461	08/10/14	Sun	1420	Angle	0	1	0	Day	Dry	Other Contributing Action
29	7.463	09/11/14	Thu	1905	Rear-End	0	1	0	Night	Wet	Drove too Fast for Conditions
30	7.463	11/19/14	Wed	1425	Rear-End	0	0	1	Day	Wet	Followed too Closely
31	7.468	08/30/14	Sat	0114	Rear-End	0	1	0	Night	Dry	#N/A
32	7.497	05/22/14	Thu	1625	Not Coded	0	0	1	Day	Dry	Other Contributing Action
33	7.497	12/23/14	Tue	1927	Rear-End	0	4	0	Night	Dry	Followed too Closely
34	7.516	05/16/14	Fri	1331	Rear-End	0	0	1	Day	Dry	Other Contributing Action
35	7.532	05/08/14	Thu	0735	Rear-End	0	0	1	Day	Dry	No Contributing Action
36	7.544	10/21/14	Tue	0750	Rear-End	0	0	1	Day	Wet	#N/A
37	7.546	08/16/14	Sat	1437	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
38	7.565	04/02/14	Wed	0735	Rear-End	0	1	0	Day	Dry	Followed too Closely
39	7.584	08/09/14	Sat	1520	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
40	7.611	12/24/14	Wed	1609	Rear-End	0	0	1	Day	Dry	#N/A
41	7.635	06/25/14	Wed	0220	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
42	7.659	08/09/14	Sat	0605	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
43	7.659	01/06/14	Mon	1448	Angle	0	1	0	Day	Dry	Ran Red Light
44	7.659	02/13/14	Thu	0026	Not Coded	0	1	0	Night	Wet	Careless or Negligent Manner
45	7.659	07/03/14	Thu	1759	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
46	7.659	07/09/14	Wed	1124	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
47	7.663	02/28/14	Fri	1548	Rear-End	0	1	0	Day	Dry	Other Contributing Action
48	7.663	11/17/14	Mon	0218	Rear-End	0	0	1	Night	Dry	#N/A
49	7.669	10/20/14	Mon	0319	Curb	0	0	1	Night	Dry	Ran Off Roadway
50	7.687	03/11/14	Tue	1102	Rear-End	0	1	0	Day	Dry	Followed too Closely
51	7.723	12/18/14	Thu	2314	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
52	7.731	06/02/14	Mon	2050	Rear-End	0	1	0	Night	Dry	Other Contributing Action
53	7.808	07/31/14	Thu	0045	Rear-End	0	0	1	Night	Dry	#N/A
54	7.819	01/29/14	Wed	1315	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
55	7.838	02/17/14	Mon	1019	Rear-End	0	0	1	Day	Dry	Followed too Closely
56	7.902	02/01/14	Sat	1422	Rear-End	0	1	0	Day	Dry	Other Contributing Action
57	7.910	01/26/14	Sun	1940	Rear-End	0	1	0	Night	Dry	Followed too Closely
58	7.911	09/03/14	Wed	1231	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
59	7.946	02/26/14	Wed	2125	Not Coded	1	0	0	Night	Dry	No Contributing Action
60	8.040	08/28/14	Thu	1152	Rear-End	0	2	0	Day	Dry	Followed too Closely
61	8.040	09/08/14	Mon	2255	Rear-End	0	1	0	Night	Dry	Other Contributing Action
62	8.097	09/04/14	Thu	0845	Rear-End	0	0	1	Day	Wet	#N/A
63	8.097	09/19/14	Fri	0930	Rear-End	0	0	1	Day	Dry	Followed too Closely
64	8.116	07/10/14	Thu	1130	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
65	8.116	12/20/14	Sat	0743	Curb	0	0	1	Day	Dry	No Contributing Action
66	8.131	02/24/14	Mon	1730	Sideswipe	0	0	1	Night	Dry	#N/A
67	8.131	07/18/14	Fri	0855	Rear-End	0	1	0	Day	Dry	Followed too Closely
68	8.131	09/09/14	Tue	1322	Sideswipe	0	0	1	Day	Dry	No Contributing Action
69	8.133	02/06/14	Thu	1217	Sideswipe	0	0	1	Day	Dry	#N/A
70	8.133	03/31/14	Mon	1155	Sideswipe	0	0	1	Day	Dry	#N/A
71	8.133	05/12/14	Mon	0930	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
72	8.133	09/07/14	Sun	1747	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
73	8.134	01/27/14	Mon	1015	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
74	8.135	01/12/14	Sun	0200	Not Coded	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
75	8.135	01/28/14	Tue	1900	Rear-End	0	0	1	Night	Dry	No Contributing Action
76	8.135	02/08/14	Sat	1930	Angle	0	0	1	Night	Dry	Other Contributing Action
77	8.135	06/13/14	Fri	0740	Angle	0	0	1	Day	Dry	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86028000 STATE ROUTE: 834

ROADWAY LIMITS: NA M.P. 7.360 TO 8.185 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	8.135	09/02/14	Tue	0620	Not Coded	0	0	1	Night	Dry	#N/A
79	8.135	11/06/14	Thu	0605	Head-On	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
80	8.135	11/09/14	Sun	0825	Not Coded	0	1	0	Day	Wet	No Contributing Action
81	8.135	11/21/14	Fri	1827	Angle	0	1	0	Night	Wet	#N/A
82	8.135	12/08/14	Mon	1337	Rear-End	0	3	0	Day	Dry	Followed too Closely
83	8.135	12/13/14	Sat	0109	Sideswipe	0	0	1	Night	Dry	No Contributing Action
84	8.135	12/19/14	Fri	0231	Angle	0	0	1	Night	Dry	#N/A
85	8.136	05/14/14	Wed	0756	Rear-End	0	0	1	Day	Wet	Other Contributing Action
86	8.136	08/10/14	Sun	0140	Sideswipe	0	0	1	Night	Dry	#N/A
87	8.138	11/14/14	Fri	0605	Pedestrian	0	1	0	Night	Dry	No Contributing Action
88	8.139	02/08/14	Sat	2132	Angle	0	0	1	Night	Dry	No Contributing Action
89	8.154	01/28/14	Tue	1510	Rear-End	0	0	1	Day	Dry	#N/A
90	8.154	11/06/14	Thu	0633	Not Coded	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
91	8.173	01/08/14	Wed	1541	Rear-End	0	0	1	Day	Wet	#N/A
92	8.173	11/15/14	Sat	1100	Sideswipe	0	0	1	Day	Dry	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
92	**1**	**30**	**61**	**40**	**1**	**17**	**0**	**0**	**21**	**0**	**1**	**0**	**2**	**0**	**10**
Percent	*1.09%*	*32.61%*	*66.30%*	*43.48%*	*1.09%*	*18.48%*	*0.00%*	*0.00%*	*22.83%*	*0.00%*	*1.09%*	*0.00%*	*2.17%*	*0.00%*	*10.87%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**55**	**37**	**18**	**74**	**11**	**7**	**1**	**1**	**1**	**1**	1	1	1	2	0

State of Florida Department of Transportation
CRASH SUMMARY

SECTION:	86028000										STATE ROUTE:	834			
ROADWAY LIMITS:	NA						M.P.	7.360	TO	8.185	ENGINEER:	AECOM			
STUDY PERIOD:	FROM	1/ 2014					TO	12/ 2014			COUNTY:	Broward			

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)		
Percent	*59.78%*	*40.22%*	*19.57%*	*80.43%*	*11.96%*	*7.61%*	*1.09%*	*1.09%*	*1.09%*	*1.09%*	*1.09%*	*1.09%*	*1.09%*	*2.17%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86028000 STATE ROUTE: 834

ROADWAY LIMITS: NA M.P. 7.360 TO 8.185 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	7.363	11/27/15	Fri	1733	Not Coded	0	1	0	Day	Dry	#N/A
2	7.364	08/24/15	Mon	1020	Sideswipe	0	0	1	Day	Dry	#N/A
3	7.372	01/03/15	Sat	1618	Angle	0	0	1	Day	Dry	#N/A
4	7.372	03/30/15	Mon	1212	Angle	0	0	1	Day	Dry	Other Contributing Action
5	7.391	06/25/15	Thu	0952	Rear-End	0	0	1	Day	Dry	#N/A
6	7.401	01/03/15	Sat	1851	Angle	0	0	1	Night	Dry	Improper Turn
7	7.401	10/02/15	Fri	0805	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
8	7.402	05/21/15	Thu	1714	Rear-End	0	0	1	Day	Dry	Followed too Closely
9	7.409	10/07/15	Wed	1935	Rear-End	0	0	1	Night	Wet	Followed too Closely
10	7.410	02/18/15	Wed	0741	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
11	7.410	05/22/15	Fri	1015	Angle	0	1	0	Day	Dry	Ran Red Light
12	7.410	05/22/15	Fri	1712	Overturn/Rollover	0	2	0	Day	Dry	Other Contributing Action
13	7.410	06/13/15	Sat	2002	Other Fixed Object	0	0	1	Night	Dry	No Contributing Action
14	7.421	08/24/15	Mon	1407	Rear-End	0	0	1	Day	Dry	Followed too Closely
15	7.431	09/13/15	Sun	2335	Rear-End	0	0	1	Night	Dry	#N/A
16	7.445	09/28/15	Mon	0843	Angle	0	0	1	Day	Dry	Other Contributing Action
17	7.457	09/08/15	Tue	0710	Not Coded	0	0	1	Day	Dry	#N/A
18	7.459	03/07/15	Sat	1030	Sideswipe	0	1	0	Day	Dry	#N/A
19	7.461	04/21/15	Tue	1820	Sideswipe	0	0	1	Night	Dry	No Contributing Action
20	7.461	09/23/15	Wed	1432	Sideswipe	0	0	1	Day	Dry	#N/A
21	7.497	11/19/15	Thu	1544	Not Coded	0	0	1	Day	Dry	#N/A
22	7.516	06/01/15	Mon	1959	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
23	7.542	08/30/15	Sun	1125	Rear-End	0	1	0	Day	Dry	Other Contributing Action
24	7.546	02/13/15	Fri	2117	Head-On	0	1	0	Night	Dry	Improper Turn
25	7.546	07/26/15	Sun	0242	Sideswipe	0	0	1	Night	Dry	#N/A
26	7.546	10/12/15	Mon	0750	Sideswipe	0	1	0	Day	Dry	Improper Turn
27	7.546	11/11/15	Wed	0841	Angle	0	0	1	Day	Dry	No Contributing Action
28	7.546	12/18/15	Fri	0915	Pedestrian	0	0	1	Day	Dry	#N/A
29	7.590	03/21/15	Sat	2330	Rear-End	0	1	0	Night	Dry	#N/A
30	7.603	11/09/15	Mon	1735	Rear-End	0	1	0	Night	Dry	Followed too Closely
31	7.611	01/23/15	Fri	1948	Rear-End	0	0	1	Night	Dry	#N/A
32	7.626	11/18/15	Wed	1754	Rear-End	0	0	1	Night	Dry	#N/A
33	7.640	05/23/15	Sat	0314	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
34	7.645	12/04/15	Fri	0721	Sideswipe	0	0	1	Night	Wet	No Contributing Action
35	7.648	04/12/15	Sun	1240	Rear-End	0	2	0	Day	Dry	Followed too Closely
36	7.648	06/29/15	Mon	1247	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
37	7.648	08/16/15	Sun	0138	Pedestrian	0	1	0	Night	Dry	#N/A
38	7.650	09/26/15	Sat	0200	Sideswipe	0	4	0	Night	Dry	#N/A
39	7.657	05/13/15	Wed	2109	Rear-End	0	0	1	Night	Dry	Other Contributing Action
40	7.658	10/10/15	Sat	2308	Rear-End	0	0	1	Night	Dry	Followed too Closely
41	7.659	09/28/15	Mon	1748	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
42	7.661	06/27/15	Sat	1157	Rear-End	0	0	1	Day	Wet	Followed too Closely
43	7.663	06/26/15	Fri	1835	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
44	7.663	10/15/15	Thu	0550	Rear-End	0	1	0	Night	Dry	Followed too Closely
45	7.707	11/08/15	Sun	0355	Rear-End	0	0	1	Night	Dry	#N/A
46	7.712	12/25/15	Fri	1030	Utility Pole/Light Support	0	1	0	Day	Dry	Careless or Negligent Manner
47	7.745	11/28/15	Sat	0230	Tree (Standing)	0	1	0	Night	Wet	Swerved Or Avoided
48	7.756	09/16/15	Wed	2107	Rear-End	0	1	0	Night	Dry	Followed too Closely
49	7.762	01/15/15	Thu	1935	Rear-End	0	0	1	Night	Wet	#N/A
50	7.802	11/27/15	Fri	0352	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
51	7.803	11/22/15	Sun	1248	Rear-End	0	0	1	Day	Wet	#N/A
52	7.819	11/23/15	Mon	2030	Rear-End	0	1	0	Night	Dry	Followed too Closely
53	7.847	01/05/15	Mon	1214	Rear-End	0	0	1	Day	Dry	#N/A
54	7.855	12/03/15	Thu	1120	Rear-End	0	2	0	Day	Dry	Followed too Closely
55	7.885	01/06/15	Tue	2109	Rear-End	0	2	0	Night	Wet	Followed too Closely
56	7.902	01/24/15	Sat	2321	Rear-End	0	0	1	Night	Dry	No Contributing Action
57	7.915	03/30/15	Mon	2115	Rear-End	0	3	0	Night	Dry	Followed too Closely
58	7.930	07/02/15	Thu	1200	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
59	7.940	06/10/15	Wed	1258	Rear-End	0	0	1	Day	Dry	#N/A
60	7.946	08/19/15	Wed	0838	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
61	7.946	12/19/15	Sat	0840	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
62	8.040	01/24/15	Sat	1525	Rear-End	0	0	1	Day	Dry	Followed too Closely
63	8.040	12/16/15	Wed	0735	Angle	0	2	0	Day	Dry	Failed To Keep In Proper Lane
64	8.061	03/21/15	Sat	1518	Rear-End	0	0	1	Day	Dry	No Contributing Action
65	8.071	01/08/15	Thu	2033	Rear-End	0	1	0	Night	Wet	Followed too Closely
66	8.078	04/13/15	Mon	1533	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
67	8.078	07/02/15	Thu	1345	Sideswipe	0	0	1	Day	Dry	#N/A
68	8.080	05/23/15	Sat	0939	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
69	8.116	02/21/15	Sat	1352	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
70	8.127	07/03/15	Fri	1932	Rear-End	0	0	1	Day	Dry	#N/A
71	8.133	06/20/15	Sat	0745	Rear-End	0	0	1	Day	Dry	Followed too Closely
72	8.134	09/28/15	Mon	0930	Angle	0	0	1	Day	Dry	Other Contributing Action
73	8.135	03/17/15	Tue	1615	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
74	8.135	04/01/15	Wed	0745	Angle	0	0	1	Day	Dry	#N/A
75	8.135	04/27/15	Mon	1323	Rear-End	0	2	0	Day	Dry	Followed too Closely
76	8.135	03/06/15	Fri	2103	Sideswipe	0	0	1	Night	Dry	#N/A
77	8.135	08/17/15	Mon	0055	Sideswipe	0	0	1	Night	Dry	No Contributing Action
78	8.135	09/07/15	Mon	1443	Head-On	0	0	1	Day	Wet	#N/A
79	8.135	09/19/15	Sat	0630	Rear-End	0	0	1	Night	Dry	#N/A
80	8.135	11/14/15	Sat	0050	Angle	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
81	8.135	12/07/15	Mon	0800	Sideswipe	0	0	1	Day	Dry	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86028000 STATE ROUTE: 834

ROADWAY LIMITS: NA M.P. 7.360 TO 8.185 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

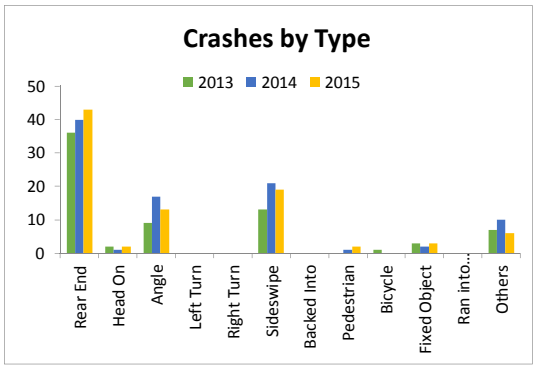
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82	8.135	12/16/15	Wed	0750	Sideswipe	0	0	1	Day	Dry	#N/A
83	8.135	12/19/15	Sat	1849	Angle	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
84	8.137	09/15/15	Tue	0849	Overturn/Rollover	0	0	1	Day	Dry	Careless or Negligent Manner
85	8.141	04/17/15	Fri	1250	Rear-End	0	0	1	Day	Dry	Followed too Closely
86	8.141	12/31/15	Thu	1225	Rear-End	0	0	1	Day	Dry	#N/A
87	8.144	04/06/15	Mon	1500	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
88	8.173	01/27/15	Tue	1928	Sideswipe	0	1	0	Night	Dry	Failed To Keep In Proper Lane

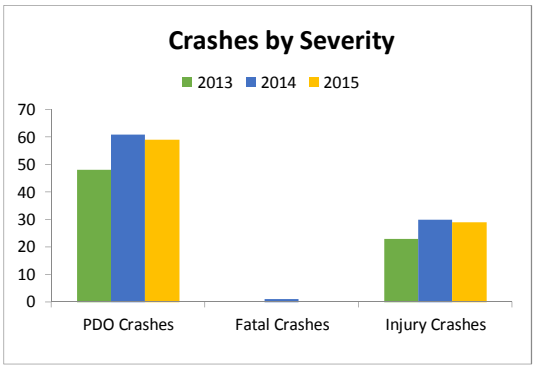
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
88	**0**	**29**	**59**	**43**	**2**	**13**	**0**	**0**	**19**	**0**	**2**	**0**	**3**	**0**	**6**
Percent	*0.00%*	*32.95%*	*67.05%*	*48.86%*	*2.27%*	*14.77%*	*0.00%*	*0.00%*	*21.59%*	*0.00%*	*2.27%*	*0.00%*	*3.41%*	*0.00%*	*6.82%*

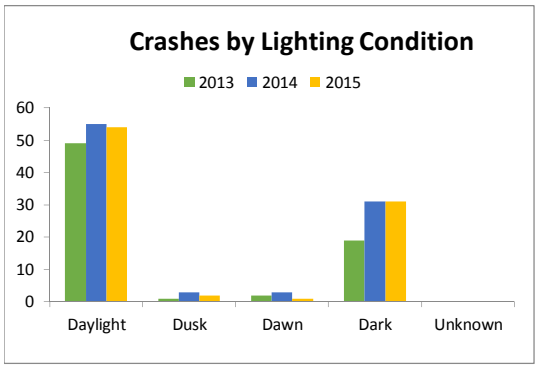
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**54**	**34**	**10**	**78**	**12**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*61.36%*	*38.64%*	*11.36%*	*88.64%*	*13.64%*	*4.55%*	**0**	*1.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.14%*	*0.00%*

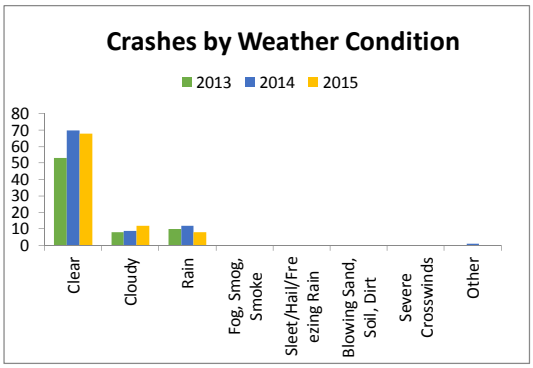
CRASH HISTOGRAMS

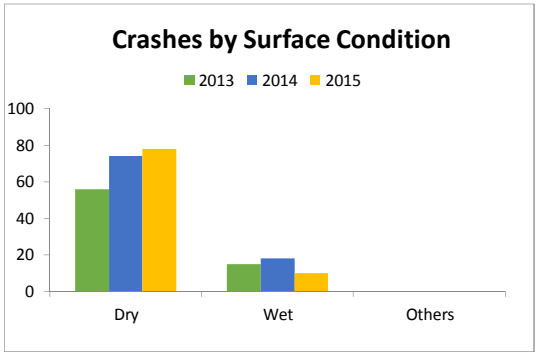
Sample Road (SR 834)

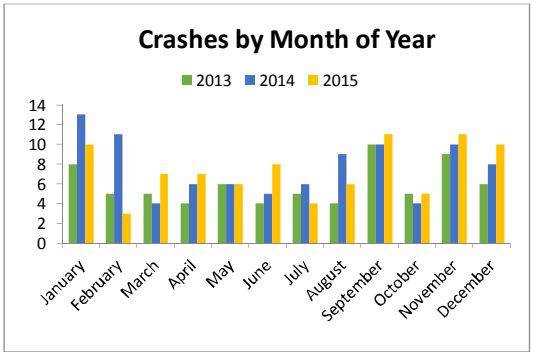


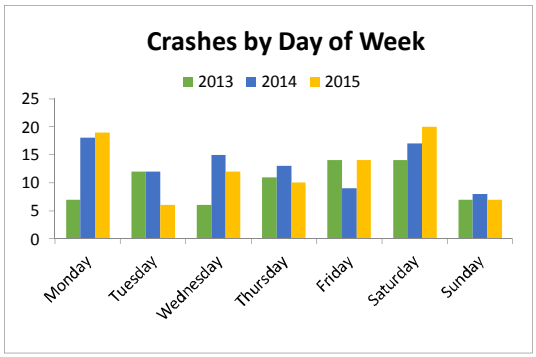


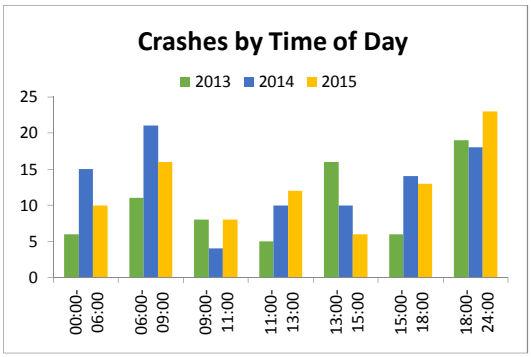












CRASH STATISTICS

I-95 at Sample Road (SR 834)		Criteria		Number of Crashes			5 Year Total Crashes	Mean Crashes Per Year	%
				Year					
				2013	2014	2015			
CRASH TYPE	Rear End	41		90	95	123	308	103	53.8%
	Head On	42		2	2	2	6	2	1.0%
	Angle	43		9	5	7	21	7	3.7%
	Left Turn	44		0	0	0	0	0	0.0%
	Right Turn	45		0	0	0	0	0	0.0%
	Sideswipe	46		28	33	33	94	31	16.4%
	Backed Into	47		0	0	0	0	0	0.0%
	Pedestrian	10		0	0	0	0	0	0.0%
	Bicycle	11		0	0	0	0	0	0.0%
	Fixed Object	*19*	*39*	*23*	*21*	*20*	*64*	*21*	*11.2%*
	Impact Attenuator/Crash Cushion	19		0	0	0	0	0	0.0%
	Bridge Overhead Structure	20		0	0	0	0	0	0.0%
	Bridge Pier or Support	21		0	0	0	0	0	0.0%
	Bridge Rail	22		0	0	0	0	0	0.0%
	Culvert	23		0	0	0	0	0	0.0%
	Curb	24		0	0	1	1	0	0.2%
	Ditch	25		0	1	0	1	0	0.2%
	Embankment	26		1	0	0	1	0	0.2%
	Guardrail Face	27		2	1	1	4	1	0.7%
	Guardrail End	28		0	0	0	0	0	0.0%
	Cable Barrier	29		0	0	0	0	0	0.0%
	Concrete Traffic Barrier	30		13	11	10	34	11	5.9%
	Other Traffic Barrier	31		0	0	0	0	0	0.0%
	Tree (Standing)	32		4	2	7	13	4	2.3%
	Utility Pole/Light Support	33		1	3	1	5	2	0.9%
	Traffic Sign Support	34		0	1	0	1	0	0.2%
	Traffic Signal Support	35		0	0	0	0	0	0.0%
	Other Post, Pole Or Support	36		0	1	0	1	0	0.2%
	Fence	37		1	0	0	1	0	0.2%
	Mailbox	38		0	0	0	0	0	0.0%
	Other Fixed Object	39		1	1	0	2	1	0.3%
	Other Non Fixed Object Collisions	*12*	*18*	*5*	*8*	*3*	*16*	*5*	*2.8%*
	Railway Vehicle (Train, Engine)	12		0	0	0	0	0	0.0%
	Animal	13		0	0	0	0	0	0.0%
	Motor Vehicle in Transport	14		0	0	0	0	0	0.0%
	Parked Motor Vehicle	15		2	2	1	5	2	0.9%
	Work Zone/Maintenance Equip.	16		0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	17		1	2	1	4	1	0.7%
	Other Non-Fixed Object	18		2	4	1	7	2	1.2%
	Non-Collisions	*1*	*9*	*21*	*19*	*23*	*63*	*21*	*11.0%*
	Overturn/Rollover	1		7	7	5	19	6	3.3%
	Fire/Explosion	2		0	0	0	0	0	0.0%
	Immersion	3		0	0	0	0	0	0.0%
	Jackknife	4		0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	5		1	0	0	1	0	0.2%
	Fell/Jumped from Motor Vehicle	6		0	0	1	1	0	0.2%
	Thrown or Falling Object	7		1	0	0	1	0	0.2%
	Ran into Water/Canal	8		1	0	0	1	0	0.2%
	Other Non-Collision	9		2	4	2	8	3	1.4%
	Others			9	8	15	32	11	5.6%
	Total Crashes			**178**	**183**	**211**	**572**	**191**	**100.0%**
SEVERITY	PDO Crashes			113	118	135	366	122	64.0%
	Fatal Crashes	0		0	1	0	1	0	0.2%
	Injury Crashes	0		65	64	76	205	68	35.8%
LIGHTING CONDITIONS	Daylight	1		122	132	142	396	132	69.2%
	Dusk	2		3	2	9	14	5	2.4%
	Dawn	3		5	4	5	14	5	2.4%
	Dark	4	6	48	45	55	148	49	25.9%
	Unknown			0	0	0	0	0	0.0%

CRASH STATISTICS

I-95 at Sample Road (SR 834)		Criteria		Number of Crashes by Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
SURFACE CONDITIONS	Dry	1		132	130	164	426	142	74.5%
	Wet	2		46	53	47	146	49	25.5%
	Others			0	0	0	0	0	0.0%
MONTH OF YEAR	January	1		14	24	21	59	20	10.3%
	February	2		18	15	20	53	18	9.3%
	March	3		10	16	14	40	13	7.0%
	April	4		17	9	17	43	14	7.5%
	May	5		11	26	10	47	16	8.2%
	June	6		20	9	9	38	13	6.6%
	July	7		14	14	20	48	16	8.4%
	August	8		13	8	12	33	11	5.8%
	September	9		22	23	16	61	20	10.7%
	October	10		12	15	19	46	15	8.0%
	November	11		17	11	32	60	20	10.5%
	December	12		10	13	21	44	15	7.7%
DAY OF WEEK	Monday	1		31	28	33	92	31	16.1%
	Tuesday	2		21	34	45	100	33	17.5%
	Wednesday	3		28	30	31	89	30	15.6%
	Thursday	4		28	37	38	103	34	18.0%
	Friday	5		36	27	29	92	31	16.1%
	Saturday	6		20	10	16	46	15	8.0%
	Sunday	7		14	17	19	50	17	8.7%
HOUR OF DAY	00:00-06:00	0	600	25	20	24	69	23	12.1%
	06:00-09:00	600	900	49	52	53	154	51	26.9%
	09:00-11:00	900	1100	8	20	27	55	18	9.6%
	11:00-13:00	1100	1300	12	14	10	36	12	6.3%
	13:00-15:00	1300	1500	19	7	13	39	13	6.8%
	15:00-18:00	1500	1800	36	33	45	114	38	19.9%
	18:00-24:00	1800	2400	29	37	39	105	35	18.4%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	1		31	27	32	90	30	15.7%
	Careless or Negligent Manner	2		66	85	98	249	83	43.5%
	Failed to Yield Right-Of-Way	3		1	1	3	5	2	0.9%
	Improper Backing	4		0	1	0	1	0	0.2%
	Improper Turn	6		0	0	0	0	0	0.0%
	Followed too Closely	10		3	1	4	8	3	1.4%
	Ran Red Light	11		0	0	2	2	1	0.3%
	Drove too Fast for Conditions	12		10	6	2	18	6	3.1%
	Ran Stop Sign	13		0	0	0	0	0	0.0%
	Improper Passing	15		2	2	3	7	2	1.2%
	Exceed Posted Speed	17		0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	21		0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	25		5	9	4	18	6	3.1%
	Ran Off Roadway	26		2	0	2	4	1	0.7%
	Disregarded Other Traffic Sign	27		0	0	0	0	0	0.0%
	Disregarded other Road Markings	28		0	0	1	1	0	0.2%
	Over-Correcting/Over-Steering	29		2	2	3	7	2	1.2%
	Swerved Or Avoided	30		3	2	3	8	3	1.4%
	Erratic, Reckless or Aggressive	31		0	0	0	0	0	0.0%
	Other Contributing Action			53	47	54	154	51	26.9%
WEATHER CONDITIONS	Clear	1		114	93	146	353	118	61.7%
	Cloudy	2		42	61	41	144	48	25.2%
	Rain	3		22	29	24	75	25	13.1%
	Fog, Smog, Smoke	4		0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	5		0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	6		0	0	0	0	0	0.0%
	Severe Crosswinds	7		0	0	0	0	0	0.0%
	Other			0	0	0	0	0	0.0%

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	21.078	03/17/13	Sun	1455	Sideswipe	0	0	1	Day	Dry	#N/A
2	21.078	01/23/13	Wed	0849	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
3	21.078	01/13/13	Sun	1509	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
4	21.078	04/16/13	Tue	1437	Rear-End	0	0	1	Day	Dry	No Contributing Action
5	21.078	04/17/13	Wed	1419	Other Non-Fixed Object	0	0	1	Day	Dry	Other Contributing Action
6	21.078	03/03/13	Sun	1215	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
7	21.078	12/10/13	Tue	1627	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
8	21.199	04/08/13	Mon	0731	Rear-End	0	1	0	Day	Dry	Other Contributing Action
9	21.199	05/08/13	Wed	0845	Rear-End	0	1	0	Day	Dry	Other Contributing Action
10	21.199	09/20/13	Fri	0742	Rear-End	0	0	1	Day	Dry	Other Contributing Action
11	21.278	09/18/13	Wed	0750	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
12	21.278	07/04/13	Thu	2342	Concrete Traffic Barrier	0	1	0	Night	Wet	No Contributing Action
13	21.278	09/16/13	Mon	0000	Angle	0	1	0	Night	Dry	#N/A
14	21.278	07/20/13	Sat	1543	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
15	21.294	09/16/13	Mon	0723	Rear-End	0	0	1	Day	Wet	Other Contributing Action
16	21.294	09/27/13	Fri	1238	Sideswipe	0	0	1	Day	Dry	No Contributing Action
17	21.328	01/03/13	Thu	0820	Other Non-Collision	0	1	0	Day	Dry	Other Contributing Action
18	21.328	01/22/13	Tue	0419	Concrete Traffic Barrier	0	0	1	Night	Dry	#N/A
19	21.328	02/11/13	Mon	1418	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
20	21.328	01/17/13	Thu	1755	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
21	21.328	02/27/13	Wed	1902	Rear-End	0	0	1	Night	Wet	No Contributing Action
22	21.328	04/16/13	Tue	1656	Rear-End	0	0	1	Day	Dry	No Contributing Action
23	21.328	04/22/13	Mon	1336	Fence	0	0	1	Day	Dry	Other Contributing Action
24	21.328	07/07/13	Sun	0525	Sideswipe	0	0	1	Night	Dry	#N/A
25	21.328	04/14/13	Sun	2255	Angle	0	3	0	Night	Dry	Careless or Negligent Manner
26	21.328	08/12/13	Mon	0742	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
27	21.328	08/12/13	Mon	0815	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
28	21.328	10/31/13	Thu	1650	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
29	21.328	12/03/13	Tue	1807	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
30	21.328	11/22/13	Fri	1441	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
31	21.328	12/03/13	Tue	1756	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	21.328	10/23/13	Wed	0752	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
33	21.337	11/19/13	Tue	1829	Sideswipe	0	0	1	Night	Wet	No Contributing Action
34	21.351	06/15/13	Sat	0400	Rear-End	0	0	1	Night	Wet	Swerved Or Avoided
35	21.351	06/10/13	Mon	0839	Rear-End	0	0	1	Day	Dry	Other Contributing Action
36	21.351	08/30/13	Fri	0630	Concrete Traffic Barrier	0	1	0	Night	Dry	Swerved Or Avoided
37	21.377	08/23/13	Fri	0800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
38	21.378	03/08/13	Fri	0815	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
39	21.378	07/09/13	Tue	0755	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
40	21.378	12/15/13	Sun	2150	Angle	0	4	0	Night	Dry	No Contributing Action
41	21.389	04/03/13	Wed	1208	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
42	21.389	06/13/13	Thu	1223	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
43	21.389	11/20/13	Wed	0744	Rear-End	0	0	1	Day	Dry	Other Contributing Action
44	21.426	02/10/13	Sun	1235	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
45	21.426	09/30/13	Mon	1648	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
46	21.426	09/04/13	Wed	0418	Embankment	0	1	0	Night	Dry	Drove too Fast for Conditions
47	21.478	11/28/13	Thu	1710	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
48	21.483	06/26/13	Wed	0830	Rear-End	0	0	1	Day	Wet	Other Contributing Action
49	21.483	06/27/13	Thu	0834	Rear-End	0	0	1	Day	Dry	Other Contributing Action
50	21.521	05/13/13	Mon	1432	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
51	21.521	08/31/13	Sat	2206	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
52	21.521	08/29/13	Thu	1915	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
53	21.540	02/15/13	Fri	0041	Not Coded	0	4	0	Night	Wet	Careless or Negligent Manner
54	21.540	02/15/13	Fri	0128	Not Coded	0	3	0	Night	Wet	#N/A
55	21.540	03/05/13	Tue	0107	Rear-End	0	0	1	Night	Dry	Other Contributing Action
56	21.540	04/18/13	Thu	1554	Rear-End	0	0	1	Day	Dry	#N/A
57	21.540	06/29/13	Sat	2119	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
58	21.540	10/19/13	Sat	1637	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
59	21.550	08/01/13	Thu	0845	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
60	21.559	09/04/13	Wed	0915	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
61	21.567	11/21/13	Thu	0830	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
62	21.568	04/28/13	Sun	1230	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
63	21.600	08/16/13	Fri	1601	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
64	21.601	07/08/13	Mon	1554	Overturn/Rollover	0	0	1	Day	Dry	No Contributing Action
65	21.601	07/12/13	Fri	1618	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
66	21.642	09/21/13	Sat	0305	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
67	21.661	02/13/13	Wed	0815	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
68	21.661	09/14/13	Sat	0145	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
69	21.661	10/23/13	Wed	0750	Rear-End	0	0	1	Day	Dry	#N/A
70	21.670	06/01/13	Sat	0203	Concrete Traffic Barrier	0	0	1	Night	Wet	Other Contributing Action
71	21.680	01/05/13	Sat	0649	Not Coded	0	1	0	Night	Wet	No Contributing Action
72	21.680	01/24/13	Thu	0154	Concrete Traffic Barrier	0	1	0	Night	Dry	No Contributing Action
73	21.680	02/27/13	Wed	1548	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
74	21.680	04/26/13	Fri	1651	Rear-End	0	0	1	Day	Dry	Other Contributing Action
75	21.718	06/03/13	Mon	0556	Head-On	0	0	1	Night	Dry	Followed too Closely
76	21.718	05/30/13	Thu	0819	Not Coded	0	1	0	Day	Wet	Careless or Negligent Manner
77	21.718	11/29/13	Fri	1928	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	21.723	06/28/13	Fri	1722	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
79	21.723	09/02/13	Mon	1443	Overturn/Rollover	0	1	0	Day	Wet	Drove too Fast for Conditions
80	21.723	11/06/13	Wed	1729	Rear-End	0	2	0	Day	Dry	Followed too Closely
81	21.812	02/15/13	Fri	1425	Head-On	0	2	0	Day	Wet	Careless or Negligent Manner
82	21.812	01/08/13	Tue	1223	Rear-End	0	0	1	Day	Dry	Over-Correcting/Over-Steering
83	21.812	02/01/13	Fri	0818	Rear-End	0	0	1	Day	Dry	Other Contributing Action
84	21.812	02/25/13	Mon	0753	Rear-End	0	1	0	Day	Dry	Other Contributing Action
85	21.812	03/19/13	Tue	0843	Rear-End	0	1	0	Day	Wet	Other Contributing Action
86	21.812	05/10/13	Fri	0900	Rear-End	0	0	1	Day	Dry	Other Contributing Action
87	21.812	09/25/13	Wed	0826	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88	21.812	07/09/13	Tue	1317	Sideswipe	0	0	1	Day	Dry	Improper Passing
89	21.812	08/19/13	Mon	0946	Rear-End	0	0	1	Day	Dry	#N/A
90	21.812	11/15/13	Fri	0805	Rear-End	0	0	1	Day	Dry	Other Contributing Action
91	21.823	08/24/13	Sat	0134	Sideswipe	0	0	1	Night	Dry	#N/A
92	21.850	04/16/13	Tue	0718	Rear-End	0	0	1	Day	Dry	Other Contributing Action
93	21.850	05/06/13	Mon	1128	Concrete Traffic Barrier	0	2	0	Day	Dry	Over-Correcting/Over-Steering
94	21.869	03/07/13	Thu	0723	Rear-End	0	0	1	Day	Dry	Other Contributing Action
95	21.873	01/14/13	Mon	0720	Rear-End	0	1	0	Day	Dry	No Contributing Action
96	21.873	02/14/13	Thu	1852	Rear-End	0	2	0	Day	Wet	Drove too Fast for Conditions
97	21.873	01/06/13	Sun	2059	Sideswipe	0	0	1	Night	Dry	#N/A
98	21.873	06/28/13	Fri	0226	Not Coded	0	1	0	Night	Dry	#N/A
99	21.873	03/26/13	Tue	2135	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
100	21.873	05/05/13	Sun	0555	Rear-End	0	0	1	Night	Dry	#N/A
101	21.873	04/14/13	Sun	0339	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
102	21.873	06/06/13	Thu	0800	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
103	21.873	07/20/13	Sat	0808	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
104	21.873	06/18/13	Tue	1750	Sideswipe	0	0	1	Day	Dry	No Contributing Action
105	21.873	05/13/13	Mon	1403	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
106	21.873	06/06/13	Thu	1705	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
107	21.873	06/11/13	Tue	1653	Not Coded	0	3	0	Day	Dry	Other Contributing Action
108	21.873	07/22/13	Mon	0749	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
109	21.873	07/12/13	Fri	1601	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
110	21.873	07/12/13	Fri	1601	Rear-End	0	0	1	Day	Dry	#N/A
111	21.873	07/14/13	Sun	1957	Guardrail Face	0	0	1	Night	Wet	No Contributing Action
112	21.873	09/26/13	Thu	1519	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
113	21.873	09/26/13	Thu	1640	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
114	21.873	08/02/13	Fri	1803	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
115	21.873	09/28/13	Sat	2245	Rear-End	0	1	0	Night	Wet	#N/A
116	21.873	09/28/13	Sat	2235	Not Coded	0	0	1	Night	Wet	Drove too Fast for Conditions
117	21.873	11/15/13	Fri	1329	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
118	21.873	10/17/13	Thu	1900	Concrete Traffic Barrier	0	1	0	Night	Dry	No Contributing Action
119	21.873	09/26/13	Thu	1332	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
120	21.873	10/25/13	Fri	0818	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
121	21.873	11/11/13	Mon	0828	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
122	21.873	11/07/13	Thu	1845	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
123	21.873	11/22/13	Fri	0400	Other Non-Fixed Object	0	1	0	Night	Wet	No Contributing Action
124	21.907	02/20/13	Wed	0550	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
125	21.907	02/25/13	Mon	0735	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
126	21.907	06/26/13	Wed	0842	Rear-End	0	1	0	Day	Wet	Other Contributing Action
127	21.907	09/19/13	Thu	0720	Angle	0	0	1	Day	Dry	Other Contributing Action
128	21.907	09/16/13	Mon	0948	Rear-End	0	1	0	Day	Dry	Other Contributing Action
129	21.910	05/29/13	Wed	1100	Angle	0	3	0	Day	Wet	No Contributing Action
130	21.910	12/17/13	Tue	0848	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
131	22.002	10/29/13	Tue	1104	Rear-End	0	1	0	Day	Dry	Other Contributing Action
132	22.023	11/22/13	Fri	1430	Angle	0	0	1	Day	Dry	#N/A
133	22.096	02/25/13	Mon	0748	Rear-End	0	0	1	Day	Dry	#N/A
134	22.123	01/24/13	Thu	1500	Thrown or Falling Object	0	0	1	Day	Dry	No Contributing Action
135	22.123	02/06/13	Wed	2024	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
136	22.123	02/15/13	Fri	1804	Concrete Traffic Barrier	0	0	1	Day	Wet	Careless or Negligent Manner
137	22.123	03/09/13	Sat	0126	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
138	22.123	05/31/13	Fri	1430	Cargo/Equipment Loss or Shift	0	0	1	Day	Wet	No Contributing Action
139	22.123	05/13/13	Mon	2125	Angle	0	2	0	Night	Dry	Swerved Or Avoided
140	22.123	04/14/13	Sun	0310	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
141	22.123	05/08/13	Wed	1744	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
142	22.123	06/12/13	Wed	1657	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
143	22.123	07/26/13	Fri	1510	Rear-End	0	0	1	Day	Dry	#N/A
144	22.123	08/17/13	Sat	2115	Rear-End	0	2	0	Night	Dry	#N/A
145	22.123	09/02/13	Mon	1542	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
146	22.123	10/09/13	Wed	0813	Sideswipe	0	0	1	Day	Dry	Improper Passing
147	22.578	10/07/13	Mon	1625	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
148	22.623	09/26/13	Thu	1720	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
149	22.623	10/23/13	Wed	0820	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
150	22.623	08/23/13	Fri	0836	Rear-End	0	0	1	Day	Dry	Other Contributing Action
151	22.623	01/10/13	Thu	1248	Rear-End	0	0	1	Day	Dry	#N/A
152	22.623	01/17/13	Thu	0830	Rear-End	0	0	1	Day	Wet	Other Contributing Action
153	22.623	02/01/13	Fri	1954	Sideswipe	0	4	0	Night	Dry	No Contributing Action
154	22.623	03/09/13	Sat	1327	Sideswipe	0	1	0	Day	Dry	No Contributing Action
155	22.623	03/15/13	Fri	0742	Parked Motor Vehicle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
156	22.623	06/12/13	Wed	0930	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
157	22.623	10/16/13	Wed	0745	Rear-End	0	0	1	Day	Dry	Followed too Closely
158	22.623	11/02/13	Sat	1752	Sideswipe	0	0	1	Day	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	22.623	11/19/13	Tue	1856	Rear-End	0	1	0	Night	Wet	No Contributing Action
160	0.000	12/24/13	Tue	1333	Utility Pole/Light Support	0	0	1	Day	Wet	Drove too Fast for Conditions
161	0.003	09/20/13	Fri	0950	Ran into Water/Canal	0	1	0	Day	Dry	No Contributing Action
162	0.019	01/05/13	Sat	0941	Overturn/Rollover	0	0	1	Day	Wet	No Contributing Action
163	0.000	11/09/13	Sat	1720	Sideswipe	0	2	0	Night	Wet	Careless or Negligent Manner
164	0.000	06/07/13	Fri	0042	Tree (Standing)	0	0	1	Night	Wet	Ran Off Roadway
165	0.320	04/19/13	Fri	1248	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
166	0.335	04/08/13	Mon	1345	Sideswipe	0	0	1	Day	Dry	Not Coded
167	0.339	10/21/13	Mon	0930	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
168	0.057	11/18/13	Mon	0654	Guardrail Face	0	0	1	Night	Wet	Careless or Negligent Manner
169	0.188	07/22/13	Mon	2220	Other Non-Collision	0	1	0	Night	Dry	Ran Off Roadway
170	0.092	06/17/13	Mon	0342	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
171	0.149	04/05/13	Fri	0325	Parked Motor Vehicle	0	0	1	Night	Wet	No Contributing Action
172	0.208	04/05/13	Fri	2014	Tree (Standing)	0	1	0	Night	Wet	No Contributing Action
173	0.251	02/27/13	Wed	1338	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
174	0.304	12/18/13	Wed	1611	Angle	0	0	1	Day	Dry	#N/A
175	0.308	06/25/13	Tue	2307	Sideswipe	0	0	1	Night	Dry	No Contributing Action
176	0.000	12/28/13	Sat	2255	Other Fixed Object	0	0	1	Night	Dry	Careless or Negligent Manner
177	0.066	12/08/13	Sun	0212	Overturn/Rollover	0	0	1	Night	Wet	Drove too Fast for Conditions
178	0.358	12/26/13	Thu	1558	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
178	**0**	**65**	**113**	**90**	**2**	**9**	**0**	**0**	**28**	**0**	**0**	**2**	**23**	**1**	**23**
Percent	*0.00%*	*36.52%*	*63.48%*	*50.56%*	*1.12%*	*5.06%*	*0.00%*	*0.00%*	*15.73%*	*0.00%*	*0.00%*	*1.12%*	*12.92%*	*0.56%*	*12.92%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**122**	**56**	**46**	**132**	**66**	**1**	**0**	**0**	**10**	**2**	0	0	2	7	0
Percent	*68.54%*	*31.46%*	*25.84%*	*74.16%*	*37.08%*	*0.56%*	*0.00%*	*0.00%*	*5.62%*	*1.12%*	*0.00%*	*0.00%*	*1.12%*	*3.93%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	21.078	07/09/14	Wed	0244	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
2	21.078	01/29/14	Wed	1140	Sideswipe	0	1	0	Day	Wet	Careless or Negligent Manner
3	21.078	02/11/14	Tue	1102	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
4	21.078	11/06/14	Thu	0905	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
5	21.078	06/15/14	Sun	1853	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
6	21.078	09/12/14	Fri	2020	Concrete Traffic Barrier	0	6	0	Night	Dry	No Contributing Action
7	21.198	03/21/14	Fri	0745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	21.199	01/04/14	Sat	0446	Sideswipe	0	0	1	Night	Dry	#N/A
9	21.199	05/07/14	Wed	0806	Rear-End	0	0	1	Day	Dry	#N/A
10	21.275	09/17/14	Wed	1204	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
11	21.328	02/19/14	Wed	1623	Rear-End	0	0	1	Day	Dry	No Contributing Action
12	21.328	01/17/14	Fri	0906	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
13	21.328	01/09/14	Thu	2052	Struck by Falling/Shifting Cargo	0	0	1	Night	Wet	No Contributing Action
14	21.328	02/19/14	Wed	1705	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
15	21.328	02/17/14	Mon	0907	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	21.328	02/25/14	Tue	0811	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
17	21.328	06/16/14	Mon	0846	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
18	21.328	05/14/14	Wed	0927	Sideswipe	0	1	0	Day	Wet	Other Contributing Action
19	21.328	04/15/14	Tue	1745	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
20	21.328	04/17/14	Thu	1744	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
21	21.328	07/14/14	Mon	0043	Not Coded	0	1	0	Night	Dry	Failed To Keep In Proper Lane
22	21.328	09/12/14	Fri	0733	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
23	21.328	07/13/14	Sun	1625	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
24	21.328	07/29/14	Tue	1731	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
25	21.328	09/12/14	Fri	2126	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
26	21.328	08/14/14	Thu	1500	Sideswipe	0	1	0	Day	Wet	Other Contributing Action
27	21.328	12/14/14	Sun	0016	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
28	21.328	10/23/14	Thu	0711	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
29	21.328	10/31/14	Fri	0932	Rear-End	0	1	0	Day	Dry	#N/A
30	21.328	10/23/14	Thu	0710	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
31	21.351	01/02/14	Thu	0835	Rear-End	0	0	1	Day	Dry	Other Contributing Action
32	21.378	09/30/14	Tue	2145	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
33	21.389	03/17/14	Mon	2220	Rear-End	0	2	0	Night	Dry	#N/A
34	21.389	12/15/14	Mon	1236	Rear-End	0	0	1	Day	Dry	#N/A
35	21.417	07/01/14	Tue	1801	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
36	21.426	05/19/14	Mon	0751	Rear-End	0	0	1	Day	Dry	Other Contributing Action
37	21.478	01/08/14	Wed	0830	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
38	21.478	08/07/14	Thu	1020	Sideswipe	0	0	1	Day	Dry	No Contributing Action
39	21.483	06/19/14	Thu	1902	Rear-End	0	0	1	Night	Wet	#N/A
40	21.483	06/19/14	Thu	1929	Rear-End	0	0	1	Night	Wet	#N/A
41	21.483	11/25/14	Tue	0641	Not Coded	0	2	0	Day	Dry	Careless or Negligent Manner
42	21.483	12/22/14	Mon	0951	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
43	21.483	12/20/14	Sat	1525	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
44	21.498	04/07/14	Mon	1852	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
45	21.498	08/05/14	Tue	0909	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
46	21.502	05/21/14	Wed	0800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
47	21.521	10/15/14	Wed	1718	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
48	21.528	05/02/14	Fri	1355	Other Non-Fixed Object	0	0	1	Day	Dry	Other Contributing Action
49	21.540	01/29/14	Wed	1135	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
50	21.540	12/18/14	Thu	0617	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
51	21.550	09/30/14	Tue	0816	Rear-End	0	0	1	Day	Dry	Improper Passing
52	21.550	11/19/14	Wed	0954	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
53	21.550	12/01/14	Mon	1857	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
54	21.559	01/31/14	Fri	1913	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
55	21.559	03/08/14	Sat	1453	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
56	21.559	05/09/14	Fri	0920	Parked Motor Vehicle	0	4	0	Day	Dry	No Contributing Action
57	21.559	05/18/14	Sun	1215	Ditch	0	2	0	Day	Dry	No Contributing Action
58	21.559	06/19/14	Thu	0725	Not Coded	0	1	0	Day	Dry	Over-Correcting/Over-Steering
59	21.559	11/28/14	Fri	1647	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
60	21.572	09/13/14	Sat	2040	Sideswipe	0	0	1	Night	Wet	No Contributing Action
61	21.573	09/25/14	Thu	0328	Sideswipe	0	0	1	Night	Wet	No Contributing Action
62	21.576	12/08/14	Mon	0832	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
63	21.576	11/25/14	Tue	0647	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
64	21.623	02/10/14	Mon	0854	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
65	21.623	04/15/14	Tue	1904	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
66	21.642	03/23/14	Sun	0556	Rear-End	0	0	1	Night	Dry	No Contributing Action
67	21.642	01/29/14	Wed	1014	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
68	21.642	02/20/14	Thu	0831	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
69	21.642	06/18/14	Wed	0816	Rear-End	0	0	1	Day	Dry	Other Contributing Action
70	21.651	05/15/14	Thu	0000	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
71	21.651	10/17/14	Fri	0936	Rear-End	0	0	1	Day	Dry	Other Contributing Action
72	21.659	10/17/14	Fri	1803	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
73	21.661	03/10/14	Mon	1340	Guardrail Face	0	2	0	Day	Dry	No Contributing Action
74	21.661	01/20/14	Mon	0716	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
75	21.661	12/14/14	Sun	1214	Head-On	0	5	0	Day	Dry	No Contributing Action
76	21.661	09/25/14	Thu	0803	Rear-End	0	1	0	Day	Wet	Other Contributing Action
77	21.661	12/24/14	Wed	0351	Rear-End	0	1	0	Night	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	21.680	03/23/14	Sun	1000	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
79	21.680	05/12/14	Mon	1801	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
80	21.699	01/13/14	Mon	0723	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
81	21.718	01/24/14	Fri	1643	Traffic Sign Support	0	0	1	Day	Dry	No Contributing Action
82	21.718	03/08/14	Sat	1414	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
83	21.718	03/26/14	Wed	1228	Concrete Traffic Barrier	0	0	1	Day	Dry	Other Contributing Action
84	21.718	11/16/14	Sun	0644	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
85	21.718	10/31/14	Fri	1717	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
86	21.723	03/25/14	Tue	0745	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
87	21.723	02/13/14	Thu	0830	Rear-End	0	0	1	Day	Wet	Other Contributing Action
88	21.723	08/08/14	Fri	1318	Not Coded	0	0	1	Day	Dry	Other Contributing Action
89	21.723	09/08/14	Mon	0854	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
90	21.723	09/30/14	Tue	0729	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
91	21.756	05/20/14	Tue	1802	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
92	21.773	05/11/14	Sun	2325	Concrete Traffic Barrier	0	1	0	Night	Dry	#N/A
93	21.812	05/30/14	Fri	2134	Angle	0	0	1	Night	Dry	#N/A
94	21.812	05/20/14	Tue	0733	Head-On	0	0	1	Day	Dry	Other Contributing Action
95	21.812	07/07/14	Mon	2152	Not Coded	0	0	1	Night	Dry	Other Contributing Action
96	21.812	12/26/14	Fri	1635	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
97	21.823	08/26/14	Tue	0833	Sideswipe	0	0	1	Day	Dry	No Contributing Action
98	21.823	09/04/14	Thu	1841	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
99	21.823	06/22/14	Sun	1647	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
100	21.850	04/01/14	Tue	2335	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
101	21.850	12/30/14	Tue	0903	Angle	0	0	1	Day	Dry	Other Contributing Action
102	21.873	09/03/14	Wed	0915	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
103	21.873	09/10/14	Wed	0735	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
104	21.873	03/05/14	Wed	0702	Sideswipe	0	0	1	Day	Dry	#N/A
105	21.873	01/24/14	Fri	1906	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
106	21.873	03/12/14	Wed	1522	Rear-End	0	0	1	Day	Dry	No Contributing Action
107	21.873	01/03/14	Fri	1909	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
108	21.873	01/20/14	Mon	0645	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
109	21.873	03/06/14	Thu	1520	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
110	21.873	02/27/14	Thu	1202	Rear-End	0	1	0	Day	Dry	Failed To Keep In Proper Lane
111	21.873	07/25/14	Fri	0850	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
112	21.873	03/28/14	Fri	1149	Other Non-Collision	0	1	0	Day	Dry	Failed To Keep In Proper Lane
113	21.873	03/11/14	Tue	1919	Not Coded	0	1	0	Night	Dry	Failed To Keep In Proper Lane
114	21.873	09/08/14	Mon	0830	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
115	21.873	07/29/14	Tue	1759	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
116	21.873	08/20/14	Wed	0840	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
117	21.873	07/22/14	Tue	0927	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
118	21.873	09/14/14	Sun	0042	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
119	21.873	11/13/14	Thu	0821	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
120	21.873	10/30/14	Thu	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
121	21.873	11/25/14	Tue	0359	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
122	21.873	10/22/14	Wed	0902	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
123	21.873	10/30/14	Thu	0645	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
124	21.907	05/01/14	Thu	0752	Rear-End	0	1	0	Day	Dry	Other Contributing Action
125	21.910	10/20/14	Mon	1538	Sideswipe	0	0	1	Day	Dry	No Contributing Action
126	21.923	01/21/14	Tue	0725	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
127	22.002	03/23/14	Sun	0505	Other Fixed Object	1	1	0	Night	Dry	Over-Correcting/Over-Steering
128	22.002	04/30/14	Wed	0807	Rear-End	0	0	1	Day	Dry	Other Contributing Action
129	22.002	05/18/14	Sun	1249	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
130	22.023	05/11/14	Sun	0433	Rear-End	0	0	1	Night	Dry	No Contributing Action
131	22.055	09/29/14	Mon	0746	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
132	22.078	05/03/14	Sat	0100	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
133	22.123	09/26/14	Fri	0958	Parked Motor Vehicle	0	4	0	Day	Wet	Swerved Or Avoided
134	22.123	07/24/14	Thu	0641	Concrete Traffic Barrier	0	2	0	Day	Wet	Careless or Negligent Manner
135	22.123	08/14/14	Thu	0030	Sideswipe	0	2	0	Night	Dry	Careless or Negligent Manner
136	22.123	01/08/14	Wed	1949	Tree (Standing)	0	0	1	Night	Wet	#N/A
137	22.123	01/27/14	Mon	1811	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
138	22.123	02/08/14	Sat	2019	Not Coded	0	2	0	Night	Dry	No Contributing Action
139	22.123	03/13/14	Thu	1943	Rear-End	0	0	1	Night	Dry	No Contributing Action
140	22.123	05/12/14	Mon	1722	Rear-End	0	0	1	Day	Dry	Other Contributing Action
141	22.123	05/20/14	Tue	1752	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
142	22.123	07/21/14	Mon	1730	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
143	22.123	09/23/14	Tue	0544	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
144	22.123	09/26/14	Fri	0837	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
145	22.123	07/22/14	Tue	1742	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
146	22.123	08/14/14	Thu	1525	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
147	22.123	10/17/14	Fri	1634	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
148	22.123	10/24/14	Fri	1200	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	#N/A
149	22.623	01/01/14	Wed	2330	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
150	22.623	09/06/14	Sat	0116	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
151	22.623	01/03/14	Fri	2057	Sideswipe	0	0	1	Day	Dry	#N/A
152	22.623	02/22/14	Sat	1323	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
153	22.623	02/25/14	Tue	1218	Angle	0	0	1	Day	Dry	#N/A
154	22.623	02/26/14	Wed	0855	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
155	22.623	05/15/14	Thu	1836	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
156	22.623	05/26/14	Mon	0020	Sideswipe	0	0	1	Night	Dry	Improper Passing
157	22.623	07/08/14	Tue	0810	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
158	22.623	10/16/14	Thu	0854	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **86070000** STATE ROUTE: **9**

ROADWAY LIMITS: **NA** M.P. **21.000** TO **22.623** ENGINEER: **AECOM**

STUDY PERIOD: FROM **1/ 2014** TO **12/ 2014** COUNTY: **Broward**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	0.000	01/08/14	Wed	1531	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
160	0.009	04/08/14	Tue	1750	Overturn/Rollover	0	0	1	Day	Dry	Careless or Negligent Manner
161	0.000	07/14/14	Mon	1640	Other Non-Collision	0	0	1	Day	Dry	Careless or Negligent Manner
162	0.000	12/18/14	Thu	1751	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
163	0.019	01/09/14	Thu	0953	Sideswipe	0	0	1	Day	Dry	#N/A
164	0.320	05/15/14	Thu	0034	Utility Pole/Light Support	0	0	1	Night	Wet	No Contributing Action
165	0.331	12/25/14	Thu	0752	Overturn/Rollover	0	1	0	Day	Wet	Other Contributing Action
166	0.339	10/14/14	Tue	2352	Utility Pole/Light Support	0	0	1	Night	Wet	Other Contributing Action
167	0.188	11/09/14	Sun	1925	Overturn/Rollover	0	2	0	Night	Wet	No Contributing Action
168	0.149	11/10/14	Mon	0300	Tree (Standing)	0	0	1	Night	Wet	#N/A
169	0.168	01/08/14	Wed	0912	Other Non-Collision	0	1	0	Day	Wet	Careless or Negligent Manner
170	0.183	05/13/14	Tue	0630	Other Post, Pole Or Support	0	1	0	Day	Dry	No Contributing Action
171	0.187	09/18/14	Thu	1900	Overturn/Rollover	0	0	1	Night	Wet	Other Contributing Action
172	0.008	04/03/14	Thu	1522	Utility Pole/Light Support	0	1	0	Day	Dry	No Contributing Action
173	0.058	06/11/14	Wed	2337	Other Non-Collision	0	0	1	Night	Wet	Careless or Negligent Manner
174	0.173	11/10/14	Mon	1108	Overturn/Rollover	0	0	1	Day	Dry	Drove too Fast for Conditions
175	0.295	02/16/14	Sun	1733	Rear-End	0	0	1	Day	Dry	Followed too Closely
176	0.300	01/16/14	Thu	0726	Rear-End	0	0	1	Day	Dry	Improper Backing
177	0.302	02/19/14	Wed	1700	Rear-End	0	0	1	Day	Dry	#N/A
178	0.303	06/14/14	Sat	2205	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
179	0.306	09/02/14	Tue	0633	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
180	0.006	05/13/14	Tue	1325	Sideswipe	0	2	0	Day	Wet	Careless or Negligent Manner
181	0.076	05/30/14	Fri	0420	Overturn/Rollover	0	1	0	Night	Wet	#N/A
182	0.169	04/13/14	Sun	0852	Overturn/Rollover	0	3	0	Day	Wet	Other Contributing Action
183	0.301	05/13/14	Tue	1520	Rear-End	0	0	1	Day	Dry	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
183	**1**	**64**	**119**	**95**	**2**	**5**	**0**	**0**	**33**	**0**	**0**	**2**	**21**	**0**	**25**
Percent	*0.55%*	*34.97%*	*65.03%*	*51.91%*	*1.09%*	*2.73%*	*0.00%*	*0.00%*	*18.03%*	*0.00%*	*0.00%*	*1.09%*	*11.48%*	*0.00%*	*13.66%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**132**	**51**	**53**	**130**	**85**	**1**	**0**	**0**	**6**	**2**	0	0	0	4	0
Percent	*72.13%*	*27.87%*	*28.96%*	*71.04%*	*46.45%*	*0.55%*	*0.00%*	*0.00%*	*3.28%*	*1.09%*	*0.00%*	*0.00%*	*0.00%*	*2.19%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	21.028	10/02/15	Fri	2058	Angle	0	1	0	Night	Dry	Other Contributing Action
2	21.078	02/03/15	Tue	2200	Overturn/Rollover	0	1	0	Night	Dry	#N/A
3	21.078	01/28/15	Wed	1900	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
4	21.078	01/16/15	Fri	2045	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
5	21.078	01/26/15	Mon	1616	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
6	21.078	04/28/15	Tue	1653	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
7	21.078	04/28/15	Tue	1713	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
8	21.078	03/10/15	Tue	1625	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
9	21.078	05/07/15	Thu	0122	Rear-End	0	1	0	Night	Dry	#N/A
10	21.078	07/02/15	Thu	0658	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
11	21.078	09/01/15	Tue	0947	Rear-End	0	0	1	Day	Dry	Followed too Closely
12	21.078	09/12/15	Sat	1930	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
13	21.078	11/01/15	Sun	1321	Rear-End	0	7	0	Day	Dry	Careless or Negligent Manner
14	21.078	12/04/15	Fri	2101	Other Non-Fixed Object	0	0	1	Night	Wet	No Contributing Action
15	21.078	12/30/15	Wed	1410	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	21.199	09/22/15	Tue	2018	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
17	21.294	02/24/15	Tue	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
18	21.294	09/30/15	Wed	0900	Rear-End	0	0	1	Day	Dry	#N/A
19	21.313	02/01/15	Sun	2252	Sideswipe	0	0	1	Night	Dry	#N/A
20	21.328	04/29/15	Wed	0300	Other Non-Collision	0	0	1	Night	Wet	Ran Off Roadway
21	21.328	01/06/15	Tue	1619	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
22	21.328	03/03/15	Tue	0823	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
23	21.328	03/04/15	Wed	1637	Rear-End	0	1	0	Day	Dry	Other Contributing Action
24	21.328	04/04/15	Sat	0910	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
25	21.328	09/15/15	Tue	0804	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
26	21.328	10/16/15	Fri	0606	Angle	0	0	1	Night	Dry	#N/A
27	21.328	02/20/15	Fri	1720	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
28	21.328	04/09/15	Thu	0845	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
29	21.328	06/01/15	Mon	2043	Sideswipe	0	0	1	Night	Dry	#N/A
30	21.328	08/05/15	Wed	0555	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
31	21.328	06/12/15	Fri	1635	Rear-End	0	1	0	Day	Dry	Other Contributing Action
32	21.328	11/12/15	Thu	1817	Rear-End	0	1	0	Night	Dry	No Contributing Action
33	21.328	11/19/15	Thu	1609	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
34	21.328	12/12/15	Sat	1915	Sideswipe	0	0	1	Night	Dry	No Contributing Action
35	21.328	11/18/15	Wed	0747	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
36	21.328	11/19/15	Thu	0734	Sideswipe	0	0	1	Day	Dry	Improper Passing
37	21.351	07/21/15	Tue	0900	Rear-End	0	0	1	Day	Dry	Other Contributing Action
38	21.373	02/24/15	Tue	0852	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
39	21.373	09/02/15	Wed	0816	Not Coded	0	2	0	Day	Wet	Failed to Yield Right-Of-Way
40	21.378	11/04/15	Wed	1021	Rear-End	0	0	1	Day	Dry	No Contributing Action
41	21.378	12/31/15	Thu	1224	Rear-End	0	0	1	Day	Dry	#N/A
42	21.389	06/08/15	Mon	0155	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
43	21.389	08/24/15	Mon	0729	Rear-End	0	2	0	Day	Wet	Other Contributing Action
44	21.389	07/25/15	Sat	1025	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
45	21.389	10/29/15	Thu	0120	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
46	21.426	08/20/15	Thu	0854	Rear-End	0	0	1	Day	Wet	Other Contributing Action
47	21.436	07/15/15	Wed	0639	Rear-End	0	0	1	Night	Dry	#N/A
48	21.436	07/17/15	Fri	1619	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
49	21.464	03/14/15	Sat	0516	Rear-End	0	0	1	Night	Wet	#N/A
50	21.478	02/05/15	Thu	0850	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
51	21.478	02/11/15	Wed	1730	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
52	21.478	12/02/15	Wed	1748	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
53	21.483	11/17/15	Tue	0800	Rear-End	0	2	0	Day	Dry	Improper Passing
54	21.483	01/27/15	Tue	1610	Rear-End	0	1	0	Day	Dry	#N/A
55	21.483	01/25/15	Sun	0615	Rear-End	0	0	1	Night	Dry	#N/A
56	21.483	09/17/15	Thu	0708	Tree (Standing)	0	0	1	Night	Wet	#N/A
57	21.483	11/01/15	Sun	1600	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
58	21.498	01/07/15	Wed	1557	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
59	21.498	04/20/15	Mon	1656	Rear-End	0	0	1	Day	Wet	Other Contributing Action
60	21.521	11/30/15	Mon	1805	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
61	21.547	04/20/15	Mon	1748	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
62	21.554	01/14/15	Wed	1248	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
63	21.559	01/01/15	Thu	0456	Rear-End	0	0	1	Night	Wet	No Contributing Action
64	21.559	01/28/15	Wed	0700	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
65	21.559	07/31/15	Fri	1515	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
66	21.569	12/15/15	Tue	0815	Sideswipe	0	0	1	Day	Dry	No Contributing Action
67	21.578	12/11/15	Fri	1950	Rear-End	0	0	1	Day	Dry	No Contributing Action
68	21.601	01/11/15	Sun	1813	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
69	21.601	04/01/15	Wed	1506	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
70	21.601	04/21/15	Tue	1546	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
71	21.601	12/02/15	Wed	1708	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
72	21.614	03/26/15	Thu	0815	Rear-End	0	2	0	Day	Dry	Disregarded other Road Markings
73	21.614	07/31/15	Fri	1825	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
74	21.614	10/22/15	Thu	1330	Rear-End	0	0	1	Day	Dry	#N/A
75	21.623	03/20/15	Fri	1214	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
76	21.624	01/11/15	Sun	1752	Concrete Traffic Barrier	0	0	1	Day	Wet	Drove too Fast for Conditions
77	21.642	09/20/15	Sun	0000	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
78	21.642	10/28/15	Wed	0516	Rear-End	0	1	0	Day	Dry	No Contributing Action
79	21.642	12/22/15	Tue	1410	Rear-End	0	1	0	Day	Dry	No Contributing Action
80	21.651	07/31/15	Fri	0708	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
81	21.651	11/26/15	Thu	1633	Sideswipe	0	0	1	Day	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82	21.659	05/21/15	Thu	1040	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
83	21.661	11/12/15	Thu	0749	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
84	21.661	07/28/15	Tue	1737	Rear-End	0	0	1	Day	Dry	#N/A
85	21.661	11/03/15	Tue	0731	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
86	21.673	05/27/15	Wed	1053	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
87	21.673	06/01/15	Mon	1000	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88	21.680	09/04/15	Fri	1908	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89	21.699	01/11/15	Sun	1710	Head-On	0	3	0	Night	Wet	Careless or Negligent Manner
90	21.699	11/09/15	Mon	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
91	21.718	01/01/15	Thu	0500	Not Coded	0	0	1	Night	Wet	No Contributing Action
92	21.718	01/01/15	Thu	0500	Not Coded	0	1	0	Night	Wet	No Contributing Action
93	21.718	02/19/15	Thu	1740	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
94	21.718	02/17/15	Tue	1052	Sideswipe	0	0	1	Day	Dry	#N/A
95	21.718	02/16/15	Mon	1055	Rear-End	0	0	1	Day	Dry	Other Contributing Action
96	21.718	05/07/15	Thu	0717	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
97	21.718	07/07/15	Tue	1400	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
98	21.718	09/13/15	Sun	0208	Sideswipe	0	0	1	Night	Dry	#N/A
99	21.723	04/17/15	Fri	1640	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
100	21.812	02/06/15	Fri	1825	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
101	21.812	02/09/15	Mon	1555	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
102	21.812	06/01/15	Mon	0907	Overturn/Rollover	0	1	0	Day	Dry	Swerved Or Avoided
103	21.812	11/01/15	Sun	1256	Utility Pole/Light Support	0	1	0	Day	Dry	Other Contributing Action
104	21.873	01/01/15	Thu	0350	Guardrail Face	0	0	1	Night	Wet	No Contributing Action
105	21.873	01/27/15	Tue	0933	Rear-End	0	1	0	Day	Dry	Other Contributing Action
106	21.873	01/31/15	Sat	0854	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
107	21.873	02/12/15	Thu	0719	Rear-End	0	0	1	Day	Dry	Other Contributing Action
108	21.873	03/24/15	Tue	0740	Sideswipe	0	0	1	Day	Dry	#N/A
109	21.873	03/09/15	Mon	0910	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
110	21.873	02/09/15	Mon	0839	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
111	21.873	06/19/15	Fri	1650	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
112	21.873	04/29/15	Wed	2342	Not Coded	0	0	1	Night	Dry	No Contributing Action
113	21.873	06/14/15	Sun	0130	Sideswipe	0	0	1	Night	Dry	#N/A
114	21.873	07/28/15	Tue	0826	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
115	21.873	11/08/15	Sun	0840	Sideswipe	0	0	1	Day	Dry	#N/A
116	21.873	08/10/15	Mon	0450	Not Coded	0	0	1	Night	Dry	No Contributing Action
117	21.873	07/30/15	Thu	0127	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
118	21.873	07/28/15	Tue	0844	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
119	21.873	11/16/15	Mon	1120	Not Coded	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
120	21.873	11/02/15	Mon	1528	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
121	21.873	11/15/15	Sun	1545	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
122	21.873	09/24/15	Thu	1848	Rear-End	0	0	1	Night	Dry	#N/A
123	21.873	10/18/15	Sun	0606	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
124	21.873	11/09/15	Mon	0848	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
125	21.873	11/17/15	Tue	0903	Rear-End	0	0	1	Day	Dry	#N/A
126	21.873	11/18/15	Wed	0913	Rear-End	0	0	1	Day	Dry	No Contributing Action
127	21.873	11/09/15	Mon	1305	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
128	21.873	11/17/15	Tue	0902	Sideswipe	0	0	1	Day	Dry	Improper Passing
129	21.873	11/19/15	Thu	0927	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
130	21.873	11/24/15	Tue	0507	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
131	21.873	12/14/15	Mon	0745	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
132	21.873	12/19/15	Sat	2122	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
133	21.907	05/11/15	Mon	0736	Rear-End	0	0	1	Day	Dry	No Contributing Action
134	21.923	02/10/15	Tue	1626	Rear-End	0	0	1	Day	Dry	No Contributing Action
135	21.923	07/01/15	Wed	0829	Rear-End	0	0	1	Day	Dry	No Contributing Action
136	21.923	12/12/15	Sat	0331	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
137	21.998	07/14/15	Tue	1741	Rear-End	0	0	1	Day	Dry	#N/A
138	22.096	01/09/15	Fri	0723	Rear-End	0	0	1	Day	Wet	Other Contributing Action
139	22.123	12/21/15	Mon	0955	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
140	22.123	02/24/15	Tue	1000	Rear-End	0	1	0	Day	Dry	Other Contributing Action
141	22.123	01/17/15	Sat	1828	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
142	22.123	02/02/15	Mon	2135	Sideswipe	0	0	1	Night	Dry	#N/A
143	22.123	02/10/15	Tue	0836	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
144	22.123	10/05/15	Mon	0818	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
145	22.123	05/26/15	Tue	1440	Not Coded	0	0	1	Day	Dry	#N/A
146	22.123	11/02/15	Mon	1509	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
147	22.123	10/15/15	Thu	0905	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
148	22.123	11/17/15	Tue	0846	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
149	22.123	12/01/15	Tue	0637	Rear-End	0	0	1	Day	Wet	#N/A
150	22.123	07/23/15	Thu	1640	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
151	22.123	08/16/15	Sun	1611	Rear-End	0	4	0	Day	Dry	#N/A
152	22.123	09/19/15	Sat	1825	Not Coded	0	2	0	Day	Dry	Ran Off Roadway
153	22.123	09/02/15	Wed	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
154	22.123	10/09/15	Fri	2155	Tree (Standing)	0	0	1	Night	Wet	Careless or Negligent Manner
155	22.123	10/10/15	Sat	0455	Not Coded	0	6	0	Night	Wet	Careless or Negligent Manner
156	22.123	12/16/15	Wed	0732	Rear-End	0	0	1	Day	Dry	No Contributing Action
157	22.123	12/15/15	Tue	0924	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
158	22.123	12/21/15	Mon	1030	Rear-End	0	2	0	Day	Wet	Other Contributing Action
159	22.123	12/19/15	Sat	2356	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
160	22.123	12/24/15	Thu	2320	Parked Motor Vehicle	0	0	1	Night	Dry	Over-Correcting/Over-Steering
161	22.373	03/27/15	Fri	2039	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
162	22.623	04/03/15	Fri	0641	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9
ROADWAY LIMITS: NA M.P. 21.000 TO 22.623 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

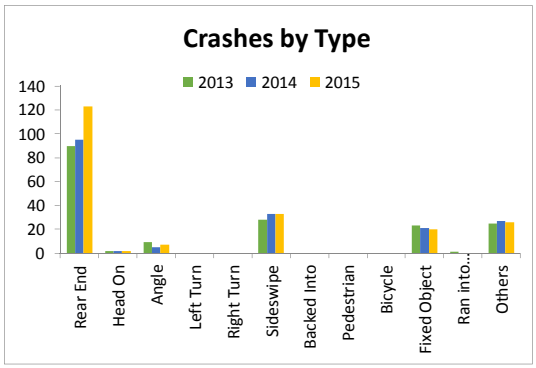
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
163	22.623	04/03/15	Fri	0804	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
164	22.623	05/01/15	Fri	0825	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
165	22.623	04/01/15	Wed	1240	Not Coded	0	0	1	Day	Dry	No Contributing Action
166	22.623	09/01/15	Tue	0859	Rear-End	0	0	1	Day	Dry	Followed too Closely
167	22.623	04/14/15	Tue	0913	Concrete Traffic Barrier	0	0	1	Day	Dry	Swerved Or Avoided
168	22.623	05/21/15	Thu	1142	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
169	22.623	07/10/15	Fri	0725	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
170	22.623	07/10/15	Fri	0725	Angle	0	0	1	Day	Dry	Swerved Or Avoided
171	22.623	10/10/15	Sat	1749	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
172	22.623	08/24/15	Mon	0805	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
173	0.009	10/01/15	Thu	1322	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
174	0.119	06/11/15	Thu	0614	Tree (Standing)	0	0	1	Night	Dry	Other Contributing Action
175	0.289	07/21/15	Tue	1520	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
176	0.000	03/29/15	Sun	0751	Overturn/Rollover	0	0	1	Day	Dry	#N/A
177	0.000	11/22/15	Sun	0500	Tree (Standing)	0	0	1	Night	Wet	#N/A
178	0.089	05/06/15	Wed	0811	Tree (Standing)	0	0	1	Night	Dry	#N/A
179	0.239	07/14/15	Tue	1421	Sideswipe	0	0	1	Day	Dry	No Contributing Action
180	0.320	10/29/15	Thu	0052	Concrete Traffic Barrier	0	1	0	Night	Wet	No Contributing Action
181	0.337	03/02/15	Mon	1254	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
182	0.337	10/08/15	Thu	2155	Sideswipe	0	0	1	Night	Dry	#N/A
183	0.337	08/01/15	Sat	1920	Rear-End	0	0	1	Night	Dry	#N/A
184	0.338	12/02/15	Wed	0847	Rear-End	0	0	1	Day	Dry	Other Contributing Action
185	0.339	02/12/15	Thu	1456	Rear-End	0	1	0	Day	Dry	Followed too Closely
186	0.339	03/19/15	Thu	0043	Sideswipe	0	0	1	Night	Dry	Ran Red Light
187	0.339	08/09/15	Sun	1710	Rear-End	0	0	1	Day	Wet	#N/A
188	0.339	10/14/15	Wed	0910	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
189	0.339	11/10/15	Tue	2345	Head-On	0	0	1	Night	Dry	No Contributing Action
190	0.339	11/11/15	Wed	2130	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
191	0.000	03/14/15	Sat	1449	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
192	0.213	04/25/15	Sat	2115	Overturn/Rollover	0	1	0	Night	Wet	Over-Correcting/Over-Steering
193	0.213	06/08/15	Mon	0934	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
194	0.213	09/17/15	Thu	1820	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
195	0.299	08/25/15	Tue	2150	Sideswipe	0	0	1	Night	Dry	No Contributing Action
196	0.304	10/30/15	Fri	2250	Sideswipe	0	0	1	Night	Dry	#N/A
197	0.306	02/05/15	Thu	0940	Not Coded	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
198	0.306	03/10/15	Tue	2132	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
199	0.306	05/08/15	Fri	1515	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
200	0.307	01/06/15	Tue	1335	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
201	0.308	08/17/15	Mon	1636	Rear-End	0	0	1	Day	Dry	No Contributing Action
202	0.308	09/18/15	Fri	2038	Angle	0	6	0	Night	Dry	Ran Red Light
203	0.308	10/14/15	Wed	2125	Not Coded	0	0	1	Night	Dry	#N/A
204	0.308	10/16/15	Fri	0003	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
205	0.308	04/20/15	Mon	0624	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
206	0.308	10/11/15	Sun	1404	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
207	0.308	11/04/15	Wed	1132	Rear-End	0	1	0	Day	Dry	Followed too Closely
208	0.308	11/23/15	Mon	1113	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
209	0.000	08/07/15	Fri	0219	Curb	0	0	1	Night	Dry	No Contributing Action
210	0.008	08/25/15	Tue	1655	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
211	0.019	12/21/15	Mon	1940	Tree (Standing)	0	0	1	Night	Wet	Careless or Negligent Manner

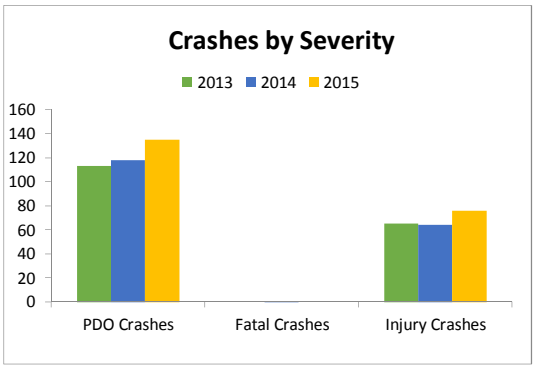
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
211	**0**	**76**	**135**	**123**	**2**	**7**	**0**	**0**	**33**	**0**	**0**	**1**	**20**	**0**	**25**
Percent	*0.00%*	*36.02%*	*63.98%*	*58.29%*	*0.95%*	*3.32%*	*0.00%*	*0.00%*	*15.64%*	*0.00%*	*0.00%*	*0.47%*	*9.48%*	*0.00%*	*11.85%*

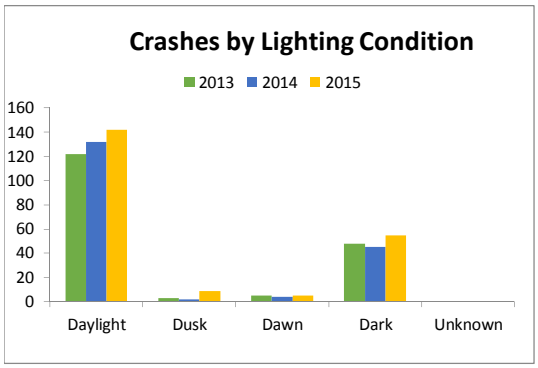
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**142**	**69**	**47**	**164**	**98**	**3**	**0**	**2**	**2**	**3**	**1**	**0**	**2**	**4**	**0**
Percent	*67.30%*	*32.70%*	*22.27%*	*77.73%*	*46.45%*	*1.42%*	**8**	*0.95%*	*0.95%*	*1.42%*	*0.47%*	*0.00%*	*0.95%*	*1.90%*	*0.00%*

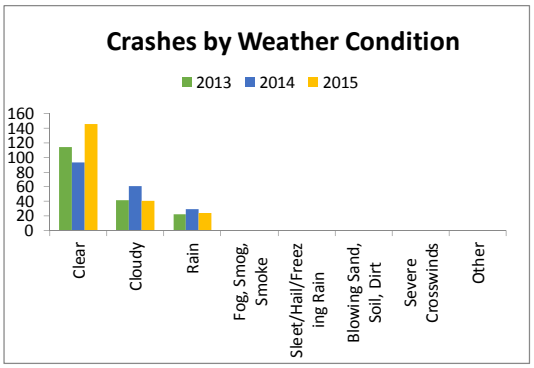
CRASH HISTOGRAMS

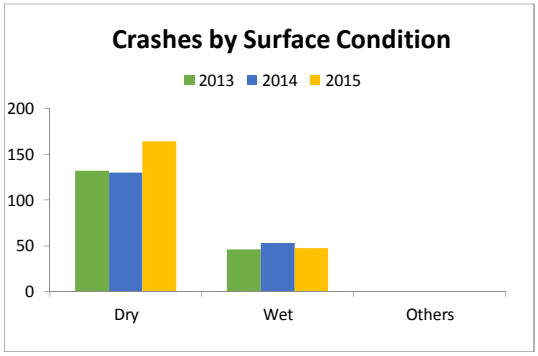
I-95 at Sample Road (SR 834)

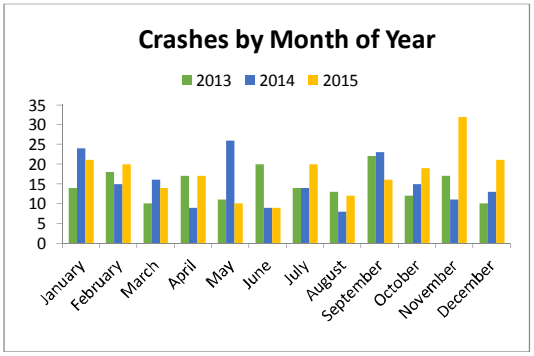


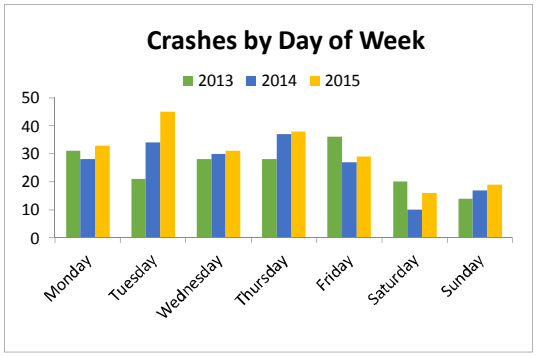


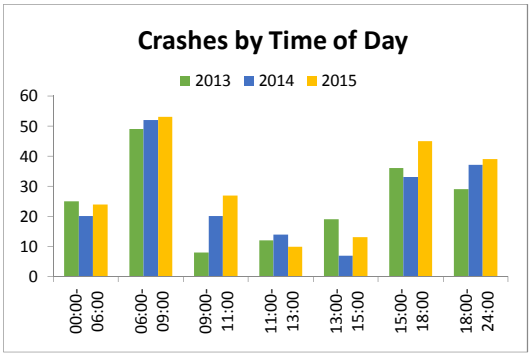












AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2013 CRASH MAP SR 9/I-95 AT SR 869/SW 10th STREET INTERCHANGE	APPENDIX E

AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2014 CRASH MAP SR 9/I-95 AT SR 869/SW 10th STREET INTERCHANGE	APPENDIX E

AECOM TECHNICAL SERVICES 7800 CONGRESS AVENUE, SUITE 200 BOCA RATON, FL 33487	FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT IV I-95 INTERCHANGES STUDY	2015 CRASH MAP SR 9/I-95 AT SR 869/SW 10th STREET INTERCHANGE	APPENDIX E

CRASH STATISTICS

SW 10th Street (SR 869)		Criteria		Number of Crashes by Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
CRASH TYPE	Rear End	41		32	36	55	123	41	56.7%
	Head On	42		3	2	2	7	2	3.2%
	Angle	43		8	16	10	34	11	15.7%
	Left Turn	44		0	0	0	0	0	0.0%
	Right Turn	45		0	0	0	0	0	0.0%
	Sideswipe	46		11	12	8	31	10	14.3%
	Backed Into	47		0	0	0	0	0	0.0%
	Pedestrian	10		0	0	1	1	0	0.5%
	Bicycle	11		0	0	0	0	0	0.0%
	Fixed Object	*19*	*39*	*0*	*4*	*1*	*5*	*2*	*2.3%*
	Impact Attenuator/Crash Cushion	19		0	0	0	0	0	0.0%
	Bridge Overhead Structure	20		0	0	0	0	0	0.0%
	Bridge Pier or Support	21		0	0	0	0	0	0.0%
	Bridge Rail	22		0	0	0	0	0	0.0%
	Culvert	23		0	0	0	0	0	0.0%
	Curb	24		0	1	0	1	0	0.5%
	Ditch	25		0	0	0	0	0	0.0%
	Embankment	26		0	0	0	0	0	0.0%
	Guardrail Face	27		0	0	1	1	0	0.5%
	Guardrail End	28		0	0	0	0	0	0.0%
	Cable Barrier	29		0	0	0	0	0	0.0%
	Concrete Traffic Barrier	30		0	0	0	0	0	0.0%
	Other Traffic Barrier	31		0	0	0	0	0	0.0%
	Tree (Standing)	32		0	1	0	1	0	0.5%
	Utility Pole/Light Support	33		0	0	0	0	0	0.0%
	Traffic Sign Support	34		0	1	0	1	0	0.5%
	Traffic Signal Support	35		0	0	0	0	0	0.0%
	Other Post, Pole Or Support	36		0	1	0	1	0	0.5%
	Fence	37		0	0	0	0	0	0.0%
	Mailbox	38		0	0	0	0	0	0.0%
	Other Fixed Object	39		0	0	0	0	0	0.0%
	Other Non Fixed Object Collisions	*12*	*18*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Railway Vehicle (Train, Engine)	12		0	0	0	0	0	0.0%
	Animal	13		0	0	0	0	0	0.0%
	Motor Vehicle in Transport	14		0	0	0	0	0	0.0%
	Parked Motor Vehicle	15		0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	16		0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	17		0	0	0	0	0	0.0%
	Other Non-Fixed Object	18		0	0	0	0	0	0.0%
	Non-Collisions	*1*	*9*	*3*	*2*	*11*	*16*	*5*	*7.4%*
	Overturn/Rollover	1		1	0	1	2	1	0.9%
	Fire/Explosion	2		0	0	0	0	0	0.0%
	Immersion	3		0	0	0	0	0	0.0%
	Jackknife	4		0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	5		0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	6		0	0	1	1	0	0.5%
	Thrown or Falling Object	7		0	0	0	0	0	0.0%
	Ran into Water/Canal	8		0	0	0	0	0	0.0%
	Other Non-Collision	9		0	0	0	0	0	0.0%
	Others			2	2	9	13	4	6.0%
	Total Crashes			**57**	**72**	**88**	**217**	**72**	**100.0%**
SEVERITY	PDO Crashes			41	48	45	134	45	61.8%
	Fatal Crashes	0		0	0	0	0	0	0.0%
	Injury Crashes	0		16	24	43	83	28	38.2%
LIGHTING CONDITIONS	Daylight	1		40	53	65	158	53	72.8%
	Dusk	2		3	3	3	9	3	4.1%
	Dawn	3		0	1	1	2	1	0.9%
	Dark	4	6	14	15	19	48	16	22.1%
	Unknown			0	0	0	0	0	0.0%

CRASH STATISTICS

SW 10th Street (SR 869)		Criteria		Number of Crashes by Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
SURFACE CONDITIONS	Dry	1		47	62	77	186	62	85.7%
	Wet	2		10	10	11	31	10	14.3%
	Others			0	0	0	0	0	0.0%
MONTH OF YEAR	January	1		8	9	7	24	8	11.1%
	February	2		4	1	6	11	4	5.1%
	March	3		2	5	4	11	4	5.1%
	April	4		4	2	12	18	6	8.3%
	May	5		3	2	6	11	4	5.1%
	June	6		4	8	7	19	6	8.8%
	July	7		1	3	5	9	3	4.1%
	August	8		8	11	7	26	9	12.0%
	September	9		7	6	10	23	8	10.6%
	October	10		8	12	8	28	9	12.9%
	November	11		5	4	10	19	6	8.8%
	December	12		3	9	6	18	6	8.3%
DAY OF WEEK	Monday	1		12	14	17	43	14	19.8%
	Tuesday	2		7	10	19	36	12	16.6%
	Wednesday	3		9	10	13	32	11	14.7%
	Thursday	4		6	13	14	33	11	15.2%
	Friday	5		11	12	14	37	12	17.1%
	Saturday	6		8	7	7	22	7	10.1%
	Sunday	7		4	6	4	14	5	6.5%
HOUR OF DAY	00:00-06:00	0	600	2	4	7	13	4	6.0%
	06:00-09:00	600	900	10	10	14	34	11	15.7%
	09:00-11:00	900	1100	7	10	11	28	9	12.9%
	11:00-13:00	1100	1300	7	3	9	19	6	8.8%
	13:00-15:00	1300	1500	6	7	8	21	7	9.7%
	15:00-18:00	1500	1800	12	20	16	48	16	22.1%
	18:00-24:00	1800	2400	13	18	23	54	18	24.9%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	1		3	2	3	8	3	3.7%
	Careless or Negligent Manner	2		5	9	10	24	8	11.1%
	Failed to Yield Right-Of-Way	3		3	4	5	12	4	5.5%
	Improper Backing	4		0	1	1	2	1	0.9%
	Improper Turn	6		1	3	4	8	3	3.7%
	Followed too Closely	10		8	13	22	43	14	19.8%
	Ran Red Light	11		2	4	4	10	3	4.6%
	Drove too Fast for Conditions	12		7	3	3	13	4	6.0%
	Ran Stop Sign	13		0	0	0	0	0	0.0%
	Improper Passing	15		0	2	0	2	1	0.9%
	Exceed Posted Speed	17		0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	21		0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	25		1	2	2	5	2	2.3%
	Ran Off Roadway	26		0	0	0	0	0	0.0%
	Disregarded Other Traffic Sign	27		0	0	0	0	0	0.0%
	Disregarded other Road Markings	28		0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	29		0	0	0	0	0	0.0%
	Swerved Or Avoided	30		1	0	2	3	1	1.4%
	Erratic, Reckless or Aggressive	31		1	0	0	1	0	0.5%
	Other Contributing Action			25	29	32	86	29	39.6%
WEATHER CONDITIONS	Clear	1		41	58	72	171	57	78.8%
	Cloudy	2		8	8	10	26	9	12.0%
	Rain	3		8	6	6	20	7	9.2%
	Fog, Smog, Smoke	4		0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	5		0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	6		0	0	0	0	0	0.0%
	Severe Crosswinds	7		0	0	0	0	0	0.0%
	Other			0	0	0	0	0	0.0%

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 869
ROADWAY LIMITS: NA M.P. 1.377 TO 2.152 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	1.418	02/09/13	Sat	0126	Rear-End	0	1	0	Night	Dry	Erratic, Reckless or Aggressive
2	1.425	04/25/13	Thu	1345	Rear-End	0	0	1	Day	Dry	Followed too Closely
3	1.426	06/01/13	Sat	1925	Rear-End	0	0	1	Night	Wet	Followed too Closely
4	1.427	08/31/13	Sat	1454	Rear-End	0	0	1	Day	Dry	#N/A
5	1.427	10/27/13	Sun	1004	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
6	1.427	11/28/13	Thu	1100	Angle	0	0	1	Day	Dry	#N/A
7	1.427	12/02/13	Mon	1000	Sideswipe	0	0	1	Day	Dry	#N/A
8	1.427	01/19/13	Sat	2028	Not Coded	0	0	1	Night	Wet	Swerved Or Avoided
9	1.427	05/22/13	Wed	1233	Rear-End	0	1	0	Day	Dry	Other Contributing Action
10	1.428	06/04/13	Tue	1120	Rear-End	0	1	0	Day	Wet	Other Contributing Action
11	1.429	10/16/13	Wed	1600	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	1.429	04/30/13	Tue	1132	Rear-End	0	1	0	Day	Wet	Other Contributing Action
13	1.429	08/09/13	Fri	0924	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
14	1.435	03/08/13	Fri	1547	Sideswipe	0	0	1	Day	Dry	Not Coded
15	1.436	10/23/13	Wed	1628	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
16	1.441	01/30/13	Wed	1658	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
17	1.446	09/30/13	Mon	1725	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
18	1.465	08/30/13	Fri	1712	Rear-End	0	0	1	Day	Dry	No Contributing Action
19	1.484	08/23/13	Fri	1025	Angle	0	0	1	Day	Dry	#N/A
20	1.522	07/29/13	Mon	1435	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
21	1.766	02/12/13	Tue	0755	Rear-End	0	0	1	Day	Dry	Other Contributing Action
22	1.795	02/04/13	Mon	0906	Rear-End	0	0	1	Day	Dry	Followed too Closely
23	1.795	05/17/13	Fri	1318	Rear-End	0	1	0	Day	Dry	Other Contributing Action
24	1.804	05/24/13	Fri	1612	Sideswipe	0	0	1	Day	Dry	Not Coded
25	1.814	09/30/13	Mon	0751	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
26	1.817	08/15/13	Thu	0702	Sideswipe	0	0	1	Day	Wet	Drove too Fast for Conditions
27	1.819	09/10/13	Tue	1525	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
28	1.819	09/13/13	Fri	1227	Rear-End	0	0	1	Day	Dry	#N/A
29	1.822	04/21/13	Sun	1830	Rear-End	0	0	1	Day	Dry	Followed too Closely
30	1.823	01/16/13	Wed	1715	Head-On	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
31	1.823	04/18/13	Thu	2256	Sideswipe	0	0	1	Night	Dry	Not Coded
32	1.824	01/16/13	Wed	1150	Rear-End	0	0	1	Day	Dry	Followed too Closely
33	1.828	01/27/13	Sun	2214	Rear-End	0	0	1	Night	Dry	Other Contributing Action
34	1.861	09/06/13	Fri	1031	Rear-End	0	0	1	Day	Dry	Followed too Closely
35	1.861	12/05/13	Thu	1655	Sideswipe	0	0	1	Night	Dry	No Contributing Action
36	1.861	11/25/13	Mon	0830	Angle	0	0	1	Day	Dry	#N/A
37	1.910	11/18/13	Mon	0755	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
38	1.915	11/05/13	Tue	0754	Rear-End	0	0	1	Day	Dry	#N/A
39	1.919	10/07/13	Mon	2035	Not Coded	0	0	1	Night	Wet	#N/A
40	1.919	03/27/13	Wed	2005	Head-On	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
41	1.921	09/09/13	Mon	1035	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
42	1.951	08/26/13	Mon	1510	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
43	1.957	10/08/13	Tue	0806	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
44	1.964	06/21/13	Fri	1438	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
45	1.975	09/25/13	Wed	0744	Rear-End	0	0	1	Day	Dry	#N/A
46	1.983	10/22/13	Tue	1920	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
47	1.986	01/21/13	Mon	1915	Rear-End	0	0	1	Night	Wet	Followed too Closely
48	1.996	10/21/13	Mon	0633	Sideswipe	0	0	1	Night	Dry	#N/A
49	2.010	01/12/13	Sat	2058	Head-On	0	1	0	Night	Dry	Ran Red Light
50	2.010	01/31/13	Thu	0645	Angle	0	0	1	Night	Dry	Ran Red Light
51	2.010	06/21/13	Fri	1616	Angle	0	0	1	Day	Dry	Other Contributing Action
52	2.010	08/03/13	Sat	1310	Sideswipe	0	0	1	Day	Dry	Improper Turn
53	2.120	02/08/13	Fri	1849	Rear-End	0	0	1	Night	Dry	Followed too Closely
54	2.152	10/23/13	Wed	1950	Angle	0	0	1	Night	Dry	Other Contributing Action
55	2.152	11/16/13	Sat	2220	Sideswipe	0	0	1	Night	Wet	#N/A
56	2.152	12/01/13	Sun	0358	Angle	0	0	1	Night	Dry	#N/A
57	2.152	08/10/13	Sat	1209	Rear-End	0	1	0	Day	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
57	**0**	**16**	**41**	**32**	**3**	**8**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**3**
Percent	*0.00%*	*28.07%*	*71.93%*	*56.14%*	*5.26%*	*14.04%*	*0.00%*	*0.00%*	*19.30%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.26%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**40**	**17**	**10**	**47**	**5**	**3**	**1**	**2**	**7**	**0**	0	1	0	1	0
Percent	*70.18%*	*29.82%*	*17.54%*	*82.46%*	*8.77%*	*5.26%*	*1.75%*	*3.51%*	*12.28%*	*0.00%*	*0.00%*	*1.75%*	*0.00%*	*1.75%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 869

ROADWAY LIMITS: NA M.P. 1.377 TO 2.152 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	1.394	02/23/14	Sun	2212	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
2	1.408	09/12/14	Fri	0750	Rear-End	0	0	1	Day	Wet	Followed too Closely
3	1.408	10/15/14	Wed	1813	Rear-End	0	5	0	Day	Wet	Other Contributing Action
4	1.416	06/11/14	Wed	1300	Sideswipe	0	0	1	Day	Dry	#N/A
5	1.424	01/05/14	Sun	1519	Traffic Sign Support	0	2	0	Day	Dry	Careless or Negligent Manner
6	1.426	05/26/14	Mon	1625	Rear-End	0	0	1	Day	Dry	Improper Turn
7	1.427	01/21/14	Tue	1720	Rear-End	0	0	1	Day	Dry	#N/A
8	1.427	03/22/14	Sat	2114	Angle	0	0	1	Night	Dry	#N/A
9	1.427	06/02/14	Mon	0735	Curb	0	0	1	Day	Dry	Other Contributing Action
10	1.427	06/06/14	Fri	0449	Angle	0	0	1	Night	Dry	Ran Red Light
11	1.427	06/30/14	Mon	0840	Sideswipe	0	0	1	Day	Dry	#N/A
12	1.427	08/14/14	Thu	0756	Angle	0	0	1	Day	Dry	Followed too Closely
13	1.427	10/06/14	Mon	1022	Rear-End	0	0	1	Day	Dry	Followed too Closely
14	1.427	10/14/14	Tue	1715	Rear-End	0	0	1	Day	Dry	Followed too Closely
15	1.427	10/23/14	Thu	0815	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
16	1.427	10/31/14	Fri	1520	Angle	0	1	0	Day	Dry	Ran Red Light
17	1.427	12/15/14	Mon	1012	Angle	0	1	0	Day	Dry	Ran Red Light
18	1.427	12/18/14	Thu	1814	Angle	0	0	1	Night	Dry	#N/A
19	1.427	12/19/14	Fri	1525	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
20	1.428	07/23/14	Wed	1350	Rear-End	0	0	1	Day	Wet	Followed too Closely
21	1.431	10/25/14	Sat	0109	Rear-End	0	1	0	Night	Dry	Other Contributing Action
22	1.432	08/22/14	Fri	1919	Sideswipe	0	0	1	Night	Dry	Improper Passing
23	1.433	03/10/14	Mon	1115	Rear-End	0	0	1	Day	Dry	Other Contributing Action
24	1.433	10/21/14	Tue	1515	Rear-End	0	0	1	Day	Dry	#N/A
25	1.435	01/05/14	Sun	1616	Rear-End	0	0	1	Day	Dry	#N/A
26	1.436	12/01/14	Mon	0730	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
27	1.436	03/21/14	Fri	1625	Rear-End	0	0	1	Day	Dry	Followed too Closely
28	1.446	03/18/14	Tue	0749	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
29	1.446	08/10/14	Sun	0230	Other Post, Pole Or Support	0	0	1	Night	Dry	Careless or Negligent Manner
30	1.817	09/03/14	Wed	1025	Rear-End	0	1	0	Day	Wet	Other Contributing Action
31	1.818	08/21/14	Thu	1919	Rear-End	0	0	1	Night	Dry	Followed too Closely
32	1.822	12/11/14	Thu	1903	Rear-End	0	0	1	Night	Dry	Followed too Closely
33	1.823	01/22/14	Wed	2000	Sideswipe	0	0	1	Night	Dry	#N/A
34	1.823	07/23/14	Wed	1630	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
35	1.823	08/20/14	Wed	1807	Angle	0	2	0	Day	Dry	Improper Turn
36	1.823	09/01/14	Mon	1002	Angle	0	0	1	Day	Dry	Other Contributing Action
37	1.823	09/12/14	Fri	0755	Head-On	0	0	1	Day	Wet	Drove too Fast for Conditions
38	1.823	10/07/14	Tue	1740	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
39	1.823	10/18/14	Sat	2056	Angle	0	1	0	Night	Dry	Ran Red Light
40	1.823	11/07/14	Fri	1711	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
41	1.825	08/05/14	Tue	1425	Not Coded	0	0	1	Day	Dry	Improper Backing
42	1.828	08/21/14	Thu	1846	Rear-End	0	0	1	Day	Dry	#N/A
43	1.832	12/23/14	Tue	1920	Sideswipe	0	0	1	Night	Dry	Improper Passing
44	1.861	09/10/14	Wed	0930	Rear-End	0	0	1	Day	Dry	#N/A
45	1.861	09/25/14	Thu	1740	Rear-End	0	0	1	Day	Wet	Followed too Closely
46	1.870	08/23/14	Sat	1712	Rear-End	0	3	0	Day	Dry	Followed too Closely
47	1.880	06/17/14	Tue	0926	Sideswipe	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
48	1.918	06/26/14	Thu	2211	Rear-End	0	0	1	Night	Dry	#N/A
49	1.918	08/11/14	Mon	1613	Sideswipe	0	0	1	Day	Dry	#N/A
50	1.918	08/23/14	Sat	1533	Rear-End	0	1	0	Day	Dry	Other Contributing Action
51	1.955	06/15/14	Sun	0206	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
52	1.955	11/09/14	Sun	1607	Angle	0	1	0	Day	Wet	#N/A
53	1.964	12/05/14	Fri	1017	Rear-End	0	1	0	Day	Dry	Followed too Closely
54	1.999	06/12/14	Thu	1314	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
55	2.001	05/17/14	Sat	1610	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
56	2.002	01/13/14	Mon	1103	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
57	2.004	01/23/14	Thu	1935	Rear-End	0	0	1	Night	Dry	#N/A
58	2.010	03/31/14	Mon	0823	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
59	2.010	04/03/14	Thu	1249	Angle	0	0	1	Day	Dry	Other Contributing Action
60	2.014	04/10/14	Thu	2115	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
61	2.018	07/11/14	Fri	1857	Rear-End	0	1	0	Day	Dry	#N/A
62	2.074	10/23/14	Thu	0904	Rear-End	0	1	0	Day	Wet	Followed too Closely
63	2.081	12/22/14	Mon	1436	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
64	2.083	10/20/14	Mon	1047	Rear-End	0	1	0	Day	Dry	No Contributing Action
65	2.099	01/04/14	Sat	2230	Rear-End	0	1	0	Night	Dry	Followed too Closely

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **86012000** STATE ROUTE: **869**

ROADWAY LIMITS: **NA** M.P. **1.377** TO **2.152** ENGINEER: **AECOM**

STUDY PERIOD: FROM **1/ 2014** TO **12/ 2014** COUNTY: **Broward**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
66	2.118	01/21/14	Tue	2225	Head-On	0	2	0	Night	Dry	Other Contributing Action
67	2.118	11/11/14	Tue	1002	Rear-End	0	4	0	Day	Dry	Other Contributing Action
68	2.120	01/10/14	Fri	1357	Rear-End	0	0	1	Day	Dry	#N/A
69	2.152	08/11/14	Mon	1305	Angle	0	0	1	Day	Dry	Other Contributing Action
70	2.152	10/31/14	Fri	1720	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
71	2.152	11/26/14	Wed	1715	Angle	0	0	1	Night	Dry	Improper Turn
72	2.152	12/17/14	Wed	0850	Angle	0	2	0	Day	Dry	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
72	**0**	**24**	**48**	**36**	**2**	**16**	**0**	**0**	**12**	**0**	**0**	**0**	**4**	**0**	**2**
Percent	*0.00%*	*33.33%*	*66.67%*	*50.00%*	*2.78%*	*22.22%*	*0.00%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	*0.00%*	*5.56%*	*0.00%*	*2.78%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**53**	**19**	**10**	**62**	**9**	**4**	**3**	**4**	**3**	**2**	0	0	0	4	0
Percent	*73.61%*	*26.39%*	*13.89%*	*86.11%*	*12.50%*	*5.56%*	*4.17%*	*5.56%*	*4.17%*	*2.78%*	*0.00%*	*0.00%*	*0.00%*	*5.56%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 869

ROADWAY LIMITS: NA M.P. 1.377 TO 2.152 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	1.380	05/22/15	Fri	1135	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
2	1.389	12/11/15	Fri	2053	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
3	1.408	04/20/15	Mon	1127	Rear-End	0	1	0	Day	Dry	Followed too Closely
4	1.417	08/20/15	Thu	0830	Rear-End	0	0	1	Day	Dry	Other Contributing Action
5	1.418	02/17/15	Tue	1829	Rear-End	0	1	0	Night	Dry	Followed too Closely
6	1.419	05/08/15	Fri	1821	Rear-End	0	0	1	Day	Dry	Other Contributing Action
7	1.426	11/03/15	Tue	1845	Rear-End	0	0	1	Night	Dry	Followed too Closely
8	1.427	01/08/15	Thu	0856	Not Coded	0	1	0	Day	Dry	#N/A
9	1.427	03/23/15	Mon	1501	Angle	0	0	1	Day	Dry	Ran Red Light
10	1.427	04/06/15	Mon	1115	Rear-End	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
11	1.427	04/26/15	Sun	1602	Rear-End	0	0	1	Day	Dry	Other Contributing Action
12	1.427	06/03/15	Wed	0843	Rear-End	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
13	1.427	06/07/15	Sun	1243	Rear-End	0	0	1	Day	Dry	#N/A
14	1.427	06/15/15	Mon	0948	Rear-End	0	0	1	Day	Dry	#N/A
15	1.427	07/21/15	Tue	0805	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
16	1.427	08/07/15	Fri	1924	Rear-End	0	0	1	Day	Dry	Followed too Closely
17	1.427	09/20/15	Sun	1324	Not Coded	0	2	0	Day	Dry	Ran Red Light
18	1.427	09/24/15	Thu	1145	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
19	1.427	09/26/15	Sat	0828	Angle	0	3	0	Day	Dry	Other Contributing Action
20	1.427	11/03/15	Tue	1055	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
21	1.427	12/28/15	Mon	1653	Angle	0	1	0	Day	Dry	Improper Turn
22	1.428	08/06/15	Thu	1809	Rear-End	0	1	0	Day	Dry	Other Contributing Action
23	1.428	11/05/15	Thu	1445	Rear-End	0	1	0	Day	Dry	Followed too Closely
24	1.429	12/24/15	Thu	0422	Rear-End	0	1	0	Night	Dry	Followed too Closely
25	1.431	09/11/15	Fri	1010	Rear-End	0	1	0	Day	Dry	Followed too Closely
26	1.436	09/17/15	Thu	1550	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
27	1.436	12/05/15	Sat	1545	Rear-End	0	1	0	Day	Wet	Swerved Or Avoided
28	1.438	01/28/15	Wed	1902	Rear-End	0	0	1	Night	Dry	Followed too Closely
29	1.441	09/29/15	Tue	1545	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
30	1.446	10/28/15	Wed	2110	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
31	1.455	11/16/15	Mon	1805	Rear-End	0	2	0	Night	Dry	Followed too Closely
32	1.474	01/15/15	Thu	1849	Rear-End	0	1	0	Night	Wet	Drove too Fast for Conditions
33	1.474	11/23/15	Mon	0812	Sideswipe	0	0	1	Day	Dry	#N/A
34	1.484	11/23/15	Mon	1713	Rear-End	0	0	1	Day	Dry	#N/A
35	1.522	04/20/15	Mon	0847	Rear-End	0	0	1	Day	Dry	Followed too Closely
36	1.671	03/26/15	Thu	0908	Rear-End	0	3	0	Day	Dry	Followed too Closely
37	1.773	11/28/15	Sat	1449	Rear-End	0	3	0	Day	Dry	#N/A
38	1.804	07/23/15	Thu	0915	Rear-End	0	0	1	Day	Dry	Other Contributing Action
39	1.814	04/20/15	Mon	1757	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
40	1.819	01/14/15	Wed	1050	Rear-End	0	1	0	Day	Dry	Other Contributing Action
41	1.819	01/24/15	Sat	0227	Rear-End	0	0	1	Night	Dry	Followed too Closely
42	1.823	02/13/15	Fri	1510	Rear-End	0	0	1	Day	Dry	#N/A
43	1.823	02/13/15	Fri	1743	Angle	0	1	0	Day	Dry	Other Contributing Action
44	1.823	04/01/15	Wed	1930	Angle	0	1	0	Day	Dry	Other Contributing Action
45	1.823	04/14/15	Tue	2143	Angle	0	2	0	Night	Dry	Improper Turn
46	1.823	04/17/15	Fri	1724	Rear-End	0	1	0	Day	Dry	No Contributing Action
47	1.823	08/18/15	Tue	0130	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
48	1.823	10/20/15	Tue	0930	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
49	1.823	12/30/15	Wed	1032	Angle	0	0	1	Day	Dry	Drove too Fast for Conditions
50	1.825	09/14/15	Mon	0704	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
51	1.827	01/27/15	Tue	0855	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
52	1.837	10/12/15	Mon	0818	Not Coded	0	2	0	Day	Dry	Ran Red Light
53	1.838	08/11/15	Tue	1803	Not Coded	0	1	0	Day	Wet	Swerved Or Avoided
54	1.842	06/17/15	Wed	0915	Rear-End	0	0	1	Day	Dry	Followed too Closely
55	1.842	09/03/15	Thu	1530	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	No Contributing Action
56	1.842	10/08/15	Thu	0825	Rear-End	0	2	0	Day	Dry	Followed too Closely
57	1.851	02/03/15	Tue	1305	Angle	0	0	1	Day	Dry	Other Contributing Action
58	1.851	04/24/15	Fri	1800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
59	1.861	02/13/15	Fri	1130	Rear-End	0	0	1	Day	Dry	#N/A
60	1.880	03/11/15	Wed	1055	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
61	1.880	03/11/15	Wed	1150	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
62	1.880	07/31/15	Fri	1946	Rear-End	0	0	1	Night	Wet	#N/A
63	1.900	11/09/15	Mon	1953	Rear-End	0	0	1	Night	Dry	Improper Backing
64	1.916	05/12/15	Tue	1800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
65	1.919	04/27/15	Mon	0947	Rear-End	0	2	0	Day	Dry	Followed too Closely
66	1.920	10/12/15	Mon	1125	Rear-End	0	2	0	Day	Dry	Followed too Closely
67	1.921	10/10/15	Sat	0654	Sideswipe	0	1	0	Night	Dry	Improper Turn
68	1.937	04/18/15	Sat	1520	Rear-End	0	1	0	Day	Dry	Followed too Closely
69	1.955	11/21/15	Sat	2350	Not Coded	0	0	1	Night	Wet	Improper Turn
70	1.958	05/13/15	Wed	1915	Not Coded	0	1	0	Day	Dry	No Contributing Action
71	1.973	11/12/15	Thu	1813	Head-On	0	0	1	Night	Dry	#N/A
72	1.975	09/14/15	Mon	0751	Rear-End	0	0	1	Day	Dry	Followed too Closely
73	2.001	10/16/15	Fri	0143	Head-On	0	1	0	Night	Dry	Failed To Keep In Proper Lane
74	2.008	06/10/15	Wed	1419	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
75	2.008	07/28/15	Tue	0355	Guardrail Face	0	1	0	Night	Dry	Other Contributing Action
76	2.009	07/06/15	Mon	1306	Rear-End	0	0	1	Day	Dry	Followed too Closely
77	2.010	04/09/15	Thu	0258	Not Coded	0	1	0	Night	Dry	#N/A
78	2.010	05/05/15	Tue	1540	Rear-End	0	0	1	Day	Wet	#N/A
79	2.012	06/09/15	Tue	1234	Overturn/Rollover	0	1	0	Day	Dry	Followed too Closely
80	2.027	05/27/15	Wed	1927	Rear-End	0	0	1	Day	Dry	Followed too Closely

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 869
ROADWAY LIMITS: NA M.P. 1.377 TO 2.152 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

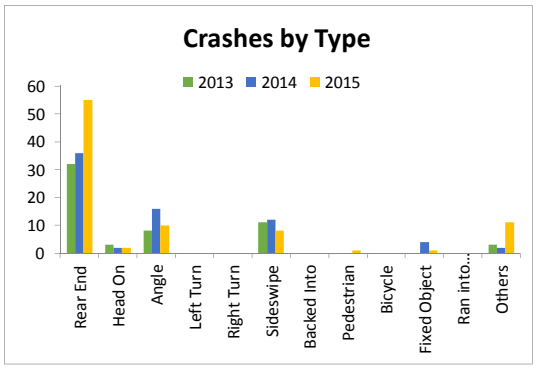
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
81	2.050	06/09/15	Tue	0858	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
82	2.061	09/04/15	Fri	1745	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
83	2.091	08/02/15	Sun	0309	Not Coded	0	0	1	Night	Dry	Other Contributing Action
84	2.110	08/25/15	Tue	1330	Rear-End	0	0	1	Day	Dry	#N/A
85	2.112	10/14/15	Wed	1950	Rear-End	0	1	0	Night	Dry	Followed too Closely
86	2.120	12/11/15	Fri	2311	Rear-End	0	0	1	Night	Dry	#N/A
87	2.141	02/24/15	Tue	1539	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88	2.152	01/13/15	Tue	1337	Not Coded	0	0	1	Day	Dry	Ran Red Light

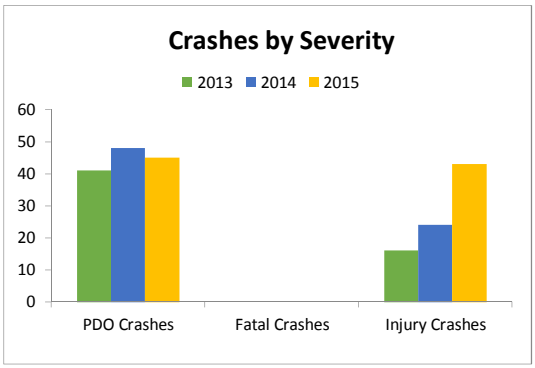
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
88	**0**	**43**	**45**	**55**	**2**	**10**	**0**	**0**	**8**	**0**	**1**	**0**	**1**	**0**	**11**
Percent	*0.00%*	*48.86%*	*51.14%*	*62.50%*	*2.27%*	*11.36%*	*0.00%*	*0.00%*	*9.09%*	*0.00%*	*1.14%*	*0.00%*	*1.14%*	*0.00%*	*12.50%*

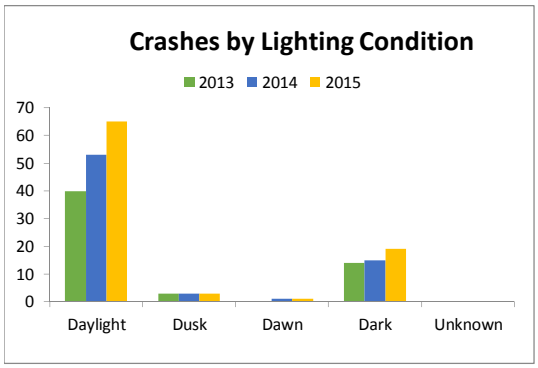
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**65**	**23**	**11**	**77**	**10**	**5**	**4**	**4**	**3**	**0**	**0**	**0**	**0**	**4**	**0**
Percent	*73.86%*	*26.14%*	*12.50%*	*87.50%*	*11.36%*	*5.68%*	**0**	*4.55%*	*3.41%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.55%*	*0.00%*

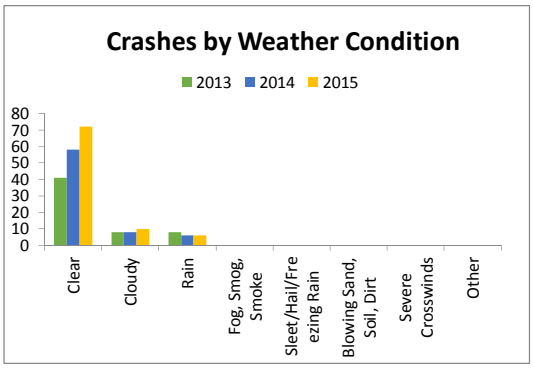
CRASH HISTOGRAMS

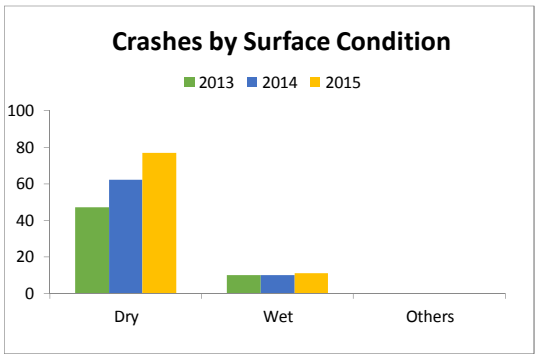
SW 10th Street (SR 869)

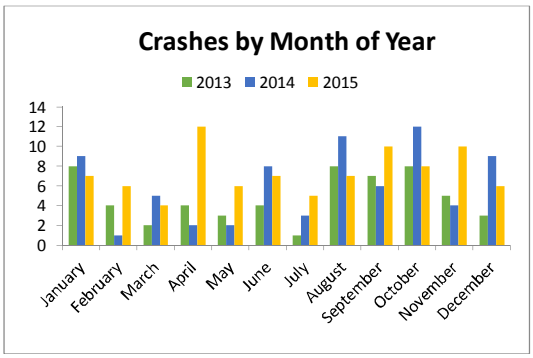


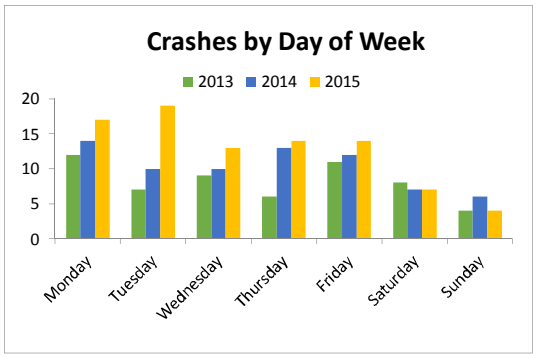


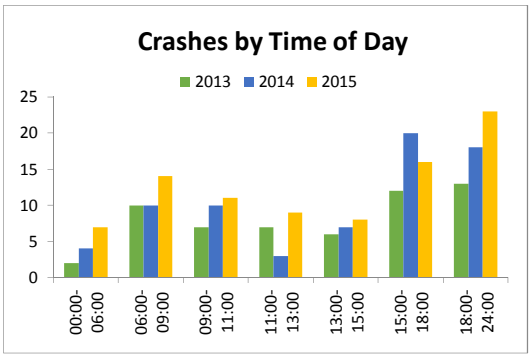












CRASH STATISTICS

I-95 at SW 10th Street (SR 869)		Criteria		Number of Crashes Year 2013	2014	2015	5 Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	41		81	101	87	269	90	53.6%
	Head On	42		1	0	1	2	1	0.4%
	Angle	43		5	7	11	23	8	4.6%
	Left Turn	44		0	0	0	0	0	0.0%
	Right Turn	45		0	0	0	0	0	0.0%
	Sideswipe	46		23	28	28	79	26	15.7%
	Backed Into	47		0	0	0	0	0	0.0%
	Pedestrian	10		0	1	0	1	0	0.2%
	Bicycle	11		1	0	0	1	0	0.2%
	Fixed Object	*19*	*39*	*21*	*27*	*26*	*74*	*25*	*14.7%*
	Impact Attenuator/Crash Cushion	19		0	0	1	1	0	0.2%
	Bridge Overhead Structure	20		0	0	0	0	0	0.0%
	Bridge Pier or Support	21		0	2	0	2	1	0.4%
	Bridge Rail	22		0	0	0	0	0	0.0%
	Culvert	23		0	0	0	0	0	0.0%
	Curb	24		0	0	0	0	0	0.0%
	Ditch	25		1	1	0	2	1	0.4%
	Embankment	26		0	0	0	0	0	0.0%
	Guardrail Face	27		2	0	2	4	1	0.8%
	Guardrail End	28		0	0	0	0	0	0.0%
	Cable Barrier	29		1	0	0	1	0	0.2%
	Concrete Traffic Barrier	30		11	11	21	43	14	8.6%
	Other Traffic Barrier	31		0	0	0	0	0	0.0%
	Tree (Standing)	32		0	7	1	8	3	1.6%
	Utility Pole/Light Support	33		2	3	1	6	2	1.2%
	Traffic Sign Support	34		1	1	0	2	1	0.4%
	Traffic Signal Support	35		0	0	0	0	0	0.0%
	Other Post, Pole Or Support	36		1	0	0	1	0	0.2%
	Fence	37		0	1	0	1	0	0.2%
	Mailbox	38		0	0	0	0	0	0.0%
	Other Fixed Object	39		2	1	0	3	1	0.6%
	Other Non Fixed Object Collisions	*12*	*18*	*1*	*6*	*1*	*8*	*3*	*1.6%*
	Railway Vehicle (Train, Engine)	12		0	0	0	0	0	0.0%
	Animal	13		0	0	0	0	0	0.0%
	Motor Vehicle in Transport	14		0	0	0	0	0	0.0%
	Parked Motor Vehicle	15		0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	16		0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	17		1	2	0	3	1	0.6%
	Other Non-Fixed Object	18		0	4	1	5	2	1.0%
	Non-Collisions	*1*	*9*	*15*	*17*	*13*	*45*	*15*	*9.0%*
	Overturn/Rollover	1		1	5	0	6	2	1.2%
	Fire/Explosion	2		0	0	0	0	0	0.0%
	Immersion	3		0	0	0	0	0	0.0%
	Jackknife	4		0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	5		1	0	1	2	1	0.4%
	Fell/Jumped from Motor Vehicle	6		0	0	0	0	0	0.0%
	Thrown or Falling Object	7		0	0	0	0	0	0.0%
	Ran into Water/Canal	8		0	0	0	0	0	0.0%
	Other Non-Collision	9		3	3	2	8	3	1.6%
	Others			10	9	10	29	10	5.8%
	Total Crashes			**148**	**187**	**167**	**502**	**167**	**100.0%**
SEVERITY	PDO Crashes			86	120	111	317	106	63.1%
	Fatal Crashes	0		1	0	0	1	0	0.2%
	Injury Crashes	0		61	67	56	184	61	36.7%
LIGHTING CONDITIONS	Daylight	1		99	117	108	324	108	64.5%
	Dusk	2		1	9	4	14	5	2.8%
	Dawn	3		1	8	1	10	3	2.0%
	Dark	4	6	46	53	54	153	51	30.5%
	Unknown			1	0	0	1	0	0.2%

CRASH STATISTICS

I-95 at SW 10th Street (SR 869)		Criteria		Number of Crashes by Year			5 Year Total Crashes	Mean Crashes Per Year	%
				2013	2014	2015			
SURFACE CONDITIONS	Dry	1		108	131	126	365	122	72.7%
	Wet	2		39	56	41	136	45	27.1%
	Others			1	0	0	1	0	0.2%
MONTH OF YEAR	January	1		15	20	11	46	15	9.2%
	February	2		11	18	11	40	13	8.0%
	March	3		8	18	10	36	12	7.2%
	April	4		18	17	12	47	16	9.4%
	May	5		6	11	10	27	9	5.4%
	June	6		15	13	15	43	14	8.6%
	July	7		11	22	15	48	16	9.6%
	August	8		11	8	18	37	12	7.4%
	September	9		15	11	13	39	13	7.8%
	October	10		15	13	15	43	14	8.6%
	November	11		14	17	17	48	16	9.6%
	December	12		9	19	20	48	16	9.6%
DAY OF WEEK	Monday	1		25	22	24	71	24	14.1%
	Tuesday	2		23	24	18	65	22	12.9%
	Wednesday	3		28	42	24	94	31	18.7%
	Thursday	4		25	26	20	71	24	14.1%
	Friday	5		19	32	35	86	29	17.1%
	Saturday	6		20	26	25	71	24	14.1%
	Sunday	7		8	15	21	44	15	8.8%
HOUR OF DAY	00:00-06:00	0	600	9	24	24	57	19	11.4%
	06:00-09:00	600	900	33	40	27	100	33	19.9%
	09:00-11:00	900	1100	19	17	12	48	16	9.6%
	11:00-13:00	1100	1300	11	8	16	35	12	7.0%
	13:00-15:00	1300	1500	4	11	21	36	12	7.2%
	15:00-18:00	1500	1800	31	37	29	97	32	19.3%
	18:00-24:00	1800	2400	41	50	38	129	43	25.7%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	1		23	26	20	69	23	13.7%
	Careless or Negligent Manner	2		58	81	87	226	75	45.0%
	Failed to Yield Right-Of-Way	3		1	1	2	4	1	0.8%
	Improper Backing	4		0	0	0	0	0	0.0%
	Improper Turn	6		0	1	0	1	0	0.2%
	Followed too Closely	10		1	4	1	6	2	1.2%
	Ran Red Light	11		0	0	5	5	2	1.0%
	Drove too Fast for Conditions	12		8	4	4	16	5	3.2%
	Ran Stop Sign	13		0	0	0	0	0	0.0%
	Improper Passing	15		1	2	0	3	1	0.6%
	Exceed Posted Speed	17		0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	21		0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	25		0	3	3	6	2	1.2%
	Ran Off Roadway	26		0	3	0	3	1	0.6%
	Disregarded Other Traffic Sign	27		0	0	1	1	0	0.2%
	Disregarded other Road Markings	28		0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	29		2	3	2	7	2	1.4%
	Swerved Or Avoided	30		0	1	0	1	0	0.2%
	Erratic, Reckless or Aggressive	31		0	0	1	1	0	0.2%
	Other Contributing Action			54	58	41	153	51	30.5%
WEATHER CONDITIONS	Clear	1		90	106	115	311	104	62.0%
	Cloudy	2		39	52	33	124	41	24.7%
	Rain	3		18	29	19	66	22	13.1%
	Fog, Smog, Smoke	4		0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	5		0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	6		0	0	0	0	0	0.0%
	Severe Crosswinds	7		0	0	0	0	0	0.0%
	Other			1	0	0	1	0	0.2%

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	22.665	08/26/13	Mon	0948	Rear-End	0	0	1	Day	Dry	Other Contributing Action
2	22.665	02/25/13	Mon	1852	Rear-End	0	0	1	Night	Dry	No Contributing Action
3	22.665	06/23/13	Sun	1617	Sideswipe	0	0	1	Day	Dry	#N/A
4	22.665	10/29/13	Tue	1055	Guardrail Face	0	1	0	Day	Dry	No Contributing Action
5	22.665	09/17/13	Tue	0913	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
6	22.665	11/15/13	Fri	1915	Other Non-Collision	0	0	1	Night	Wet	No Contributing Action
7	22.665	12/14/13	Sat	2344	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
8	22.665	12/20/13	Fri	1755	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
9	22.723	07/17/13	Wed	0624	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
10	22.881	06/29/13	Sat	0632	Sideswipe	0	0	1	Night	Wet	#N/A
11	23.165	01/08/13	Tue	0751	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	23.165	01/19/13	Sat	1524	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
13	23.165	07/11/13	Thu	2350	Rear-End	0	1	0	Night	Dry	#N/A
14	23.165	02/05/13	Tue	0800	Rear-End	0	0	1	Day	Dry	No Contributing Action
15	23.165	11/25/13	Mon	0817	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	23.165	04/01/13	Mon	2130	Other Non-Collision	1	0	0	Night	Dry	#N/A
17	23.165	08/26/13	Mon	1728	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
18	23.165	09/13/13	Fri	1655	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
19	23.165	10/07/13	Mon	1940	Sideswipe	0	1	0	Night	Wet	Careless or Negligent Manner
20	23.165	11/25/13	Mon	1508	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
21	23.165	10/12/13	Sat	1450	Rear-End	0	0	1	Day	Dry	No Contributing Action
22	23.165	10/31/13	Thu	1038	Not Coded	0	1	0	Day	Dry	#N/A
23	23.183	07/08/13	Mon	1835	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
24	23.192	09/10/13	Tue	0627	Rear-End	0	0	1	Night	Dry	Improper Passing
25	23.192	12/09/13	Mon	0751	Rear-End	0	0	1	Day	Dry	Other Contributing Action
26	23.229	03/11/13	Mon	0748	Rear-End	0	0	1	Day	Dry	Other Contributing Action
27	23.265	10/23/13	Wed	0932	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
28	23.286	09/26/13	Thu	0807	Rear-End	0	0	1	Day	Dry	Other Contributing Action
29	23.286	12/04/13	Wed	0749	Rear-End	0	0	1	Day	Dry	Other Contributing Action
30	23.286	12/17/13	Tue	1153	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
31	23.365	06/06/13	Thu	0854	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
32	23.365	01/17/13	Thu	2342	Rear-End	0	1	0	Night	Dry	No Contributing Action
33	23.365	01/23/13	Wed	2250	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
34	23.365	04/06/13	Sat	1509	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
35	23.381	09/10/13	Tue	0747	Rear-End	0	0	1	Day	Wet	Other Contributing Action
36	23.381	10/26/13	Sat	1200	Other Fixed Object	0	0	1	Day	Dry	No Contributing Action
37	23.415	02/04/13	Mon	0600	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
38	23.415	04/05/13	Fri	0151	Not Coded	0	0	1	Night	Wet	#N/A
39	23.415	01/19/13	Sat	1259	Concrete Traffic Barrier	0	1	0	Day	Wet	Other Contributing Action
40	23.415	07/11/13	Thu	2313	Rear-End	0	3	0	Night	Dry	No Contributing Action
41	23.415	05/14/13	Tue	0748	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
42	23.415	06/01/13	Sat	2221	Concrete Traffic Barrier	0	1	0	Night	Wet	No Contributing Action
43	23.415	08/01/13	Thu	0930	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
44	23.415	10/01/13	Tue	1026	Rear-End	0	0	1	Day	Dry	Not Coded
45	23.415	10/16/13	Wed	2050	Cable Barrier	0	3	0	Night	Dry	Other Contributing Action
46	23.415	10/28/13	Mon	1730	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
47	23.415	11/08/13	Fri	1628	Overturn/Rollover	0	1	0	Day	Wet	Careless or Negligent Manner
48	23.415	11/21/13	Thu	1833	Rear-End	0	0	1	Night	Wet	No Contributing Action
49	23.415	11/28/13	Thu	1656	Not Coded	0	1	0	Day	Dry	No Contributing Action
50	23.415	12/11/13	Wed	2115	Rear-End	0	0	1	Night	Dry	#N/A
51	23.438	10/10/13	Thu	0828	Rear-End	0	0	1	Day	Dry	Other Contributing Action
52	23.457	03/27/13	Wed	0900	Concrete Traffic Barrier	0	1	0	Day	Dry	Over-Correcting/Over-Steering
53	23.457	10/10/13	Thu	0741	Rear-End	0	0	1	Day	Dry	Other Contributing Action
54	23.465	06/16/13	Sun	1841	Concrete Traffic Barrier	0	2	0	Day	Dry	No Contributing Action
55	23.476	02/05/13	Tue	0110	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
56	23.476	03/11/13	Mon	1615	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
57	23.476	04/23/13	Tue	0834	Rear-End	0	1	0	Day	Dry	Other Contributing Action
58	23.476	06/02/13	Sun	1450	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
59	23.476	10/10/13	Thu	0844	Rear-End	0	0	1	Day	Dry	Other Contributing Action
60	23.495	04/23/13	Tue	0910	Rear-End	0	0	1	Day	Dry	#N/A
61	23.513	10/30/13	Wed	0800	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
62	23.513	08/24/13	Sat	0232	Sideswipe	0	0	1	Night	Dry	#N/A
63	23.532	09/08/13	Sun	0308	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
64	23.551	04/04/13	Thu	1135	Struck by Falling/Shifting Cargo	0	1	0	Day	Dry	Other Contributing Action
65	23.570	01/10/13	Thu	1245	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
66	23.570	01/09/13	Wed	0146	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
67	23.608	07/10/13	Wed	0940	Concrete Traffic Barrier	0	0	1	Day	Wet	Over-Correcting/Over-Steering
68	23.619	09/04/13	Wed	1028	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
69	23.627	02/19/13	Tue	2045	Sideswipe	0	0	1	Night	Dry	#N/A
70	23.636	04/13/13	Sat	1235	Not Coded	0	0	1	Day	Wet	Drove too Fast for Conditions
71	23.637	04/10/13	Wed	0840	Rear-End	0	0	1	Day	Dry	Other Contributing Action
72	23.646	04/13/13	Sat	2220	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
73	23.656	03/15/13	Fri	1505	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
74	23.656	09/02/13	Mon	1520	Not Coded	0	1	0	Day	Wet	Other Contributing Action
75	23.711	04/10/13	Wed	0737	Rear-End	0	0	1	Day	Dry	Other Contributing Action
76	23.721	04/10/13	Wed	0946	Rear-End	0	1	0	Day	Dry	Other Contributing Action
77	23.721	05/22/13	Wed	0742	Rear-End	0	0	1	Day	Wet	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9
ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM
STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	23.740	02/27/13	Wed	1057	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
79	23.740	08/15/13	Thu	1016	Not Coded	0	1	0	Day	Wet	#N/A
80	23.740	08/12/13	Mon	0825	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
81	23.740	10/28/13	Mon	0950	Rear-End	0	1	0	Day	Dry	No Contributing Action
82	23.778	08/15/13	Thu	0857	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
83	23.778	04/21/13	Sun	0800	Angle	0	4	0	Day	Wet	Other Contributing Action
84	23.778	06/04/13	Tue	1722	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
85	23.778	10/17/13	Thu	1943	Rear-End	0	0	1	Night	Dry	Other Contributing Action
86	23.778	11/23/13	Sat	1900	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
87	23.783	05/01/13	Wed	1749	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
88	23.783	07/16/13	Tue	1644	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89	23.783	09/09/13	Mon	1720	Sideswipe	0	0	1	Day	Dry	No Contributing Action
90	23.835	09/24/13	Tue	0936	Rear-End	0	0	1	Day	Dry	Other Contributing Action
91	23.852	03/20/13	Wed	0115	Sideswipe	0	4	0	Night	Dry	Other Contributing Action
92	23.872	02/12/13	Tue	0830	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
93	23.872	05/17/13	Fri	0840	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
94	23.883	06/07/13	Fri	2050	Rear-End	0	0	1	Night	Wet	#N/A
95	23.883	01/26/13	Sat	2215	Sideswipe	0	0	1	Night	Dry	No Contributing Action
96	23.883	04/05/13	Fri	1722	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
97	23.883	05/22/13	Wed	1737	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
98	23.933	03/12/13	Tue	0746	Rear-End	0	1	0	Day	Dry	Followed too Closely
99	23.933	01/02/13	Wed	1847	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
100	23.933	01/10/13	Thu	1230	Sideswipe	0	2	0	Day	Dry	Other Contributing Action
101	23.933	04/01/13	Mon	2305	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
102	23.933	02/04/13	Mon	1641	Rear-End	0	0	1	Day	Dry	No Contributing Action
103	23.933	04/29/13	Mon	1745	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
104	23.933	06/28/13	Fri	2027	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
105	23.933	08/13/13	Tue	2327	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
106	23.933	07/11/13	Thu	1640	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
107	23.933	07/17/13	Wed	1747	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
108	23.933	07/17/13	Wed	1745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
109	23.933	07/29/13	Mon	0802	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
110	23.933	09/15/13	Sun	1739	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
111	23.933	09/20/13	Fri	1435	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
112	23.933	11/05/13	Tue	1521	Sideswipe	0	0	1	Day	Dry	No Contributing Action
113	23.933	11/12/13	Tue	1803	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
114	23.933	11/07/13	Thu	1955	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
115	23.933	11/10/13	Sun	1805	Rear-End	0	2	0	Night	Dry	Other Contributing Action
116	23.933	12/06/13	Fri	2315	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
117	23.967	03/26/13	Tue	2202	Cargo/Equipment Loss or Shift	0	0	1	Night	Dry	Other Contributing Action
118	23.983	01/07/13	Mon	1929	Not Coded	0	0	1	Night	Dry	Other Contributing Action
119	23.983	01/09/13	Wed	1942	Rear-End	0	3	0	Night	Dry	#N/A
120	23.983	04/12/13	Fri	1707	Not Coded	0	2	0	Day	Wet	Careless or Negligent Manner
121	23.983	04/05/13	Fri	1146	Sideswipe	0	0	1	Day	Wet	No Contributing Action
122	24.119	06/24/13	Mon	2148	Angle	0	0	1	Night	Wet	Careless or Negligent Manner
123	24.119	03/09/13	Sat	2253	Sideswipe	0	0	1	Night	Dry	#N/A
124	24.119	11/08/13	Fri	1840	Sideswipe	0	0	1	Night	Wet	No Contributing Action
125	24.119	11/04/13	Mon	1459	Sideswipe	0	1	0	Day	Wet	Careless or Negligent Manner
126	24.119	11/07/13	Thu	0802	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
127	0.014	06/06/13	Thu	1920	Ditch	0	1	0	Day	Wet	Careless or Negligent Manner
128	0.075	01/22/13	Tue	0816	Other Non-Collision	0	0	1	Unknown	Other	#N/A
129	0.169	06/07/13	Fri	1143	Utility Pole/Light Support	0	0	1	Day	Wet	Drove too Fast for Conditions
130	0.188	12/12/13	Thu	0730	Other Fixed Object	0	1	0	Day	Dry	Other Contributing Action
131	0.226	06/08/13	Sat	0420	Angle	0	0	1	Night	Dry	Other Contributing Action
132	0.245	01/05/13	Sat	1143	Traffic Sign Support	0	0	1	Day	Dry	#N/A
133	0.245	09/15/13	Sun	0230	Utility Pole/Light Support	0	0	1	Night	Dry	#N/A
134	0.255	06/29/13	Sat	0910	Other Post, Pole Or Support	0	0	1	Day	Wet	Other Contributing Action
135	0.005	02/07/13	Thu	1055	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
136	0.034	02/20/13	Wed	1012	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
137	0.043	07/19/13	Fri	0803	Concrete Traffic Barrier	0	0	1	Day	Wet	Careless or Negligent Manner
138	0.101	08/15/13	Thu	1536	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
139	0.102	08/09/13	Fri	2001	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
140	0.091	09/18/13	Wed	1907	Rear-End	0	0	1	Night	Dry	#N/A
141	0.162	08/24/13	Sat	2235	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
142	0.175	05/18/13	Sat	1734	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
143	0.179	06/21/13	Fri	1110	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
144	0.181	12/28/13	Sat	1848	Rear-End	0	1	0	Night	Dry	#N/A
145	0.181	02/27/13	Wed	0415	Pedalcycle	0	1	0	Night	Dry	Other Contributing Action
146	0.009	04/01/13	Mon	1720	Guardrail Face	0	2	0	Day	Wet	No Contributing Action
147	0.039	01/30/13	Wed	1740	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
148	0.047	09/11/13	Wed	1856	Head-On	0	0	1	Day	Dry	#N/A

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
148	**1**	**61**	**86**	**81**	**1**	**5**	**0**	**0**	**23**	**0**	**1**	**0**	**21**	**0**	**16**
Percent	*0.68%*	*41.22%*	*58.11%*	*54.73%*	*0.68%*	*3.38%*	*0.00%*	*0.00%*	*15.54%*	*0.00%*	*0.68%*	*0.00%*	*14.19%*	*0.00%*	*10.81%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**99**	**48**	**39**	**108**	**58**	**1**	**0**	**0**	**8**	**1**	0	0	0	2	0
Percent	*66.89%*	*32.43%*	*26.35%*	*72.97%*	*39.19%*	*0.68%*	*0.00%*	*0.00%*	*5.41%*	*0.68%*	*0.00%*	*0.00%*	*0.00%*	*1.35%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	22.631	04/16/14	Wed	0910	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
2	22.631	06/21/14	Sat	1954	Bridge Pier or Support	0	2	0	Night	Wet	Drove too Fast for Conditions
3	22.650	05/24/14	Sat	0340	Rear-End	0	0	1	Night	Dry	#N/A
4	22.665	01/01/14	Wed	0028	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
5	22.665	04/14/14	Mon	1518	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
6	22.665	04/15/14	Tue	1616	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	22.665	04/11/14	Fri	1740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	22.665	07/09/14	Wed	1600	Rear-End	0	0	1	Day	Wet	#N/A
9	22.665	09/15/14	Mon	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	22.665	11/24/14	Mon	1435	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
11	22.665	11/24/14	Mon	1704	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	22.665	12/15/14	Mon	1422	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
13	22.723	03/26/14	Wed	0935	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
14	22.726	03/28/14	Fri	1528	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
15	22.923	07/29/14	Tue	0729	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
16	23.097	04/02/14	Wed	0856	Rear-End	0	0	1	Day	Dry	Other Contributing Action
17	23.119	12/20/14	Sat	2004	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
18	23.123	08/28/14	Thu	1553	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
19	23.123	10/19/14	Sun	0210	Sideswipe	0	0	1	Night	Dry	#N/A
20	23.131	01/17/14	Fri	2341	Other Fixed Object	0	0	1	Night	Dry	Careless or Negligent Manner
21	23.165	01/27/14	Mon	2305	Rear-End	0	2	0	Night	Dry	Other Contributing Action
22	23.165	06/08/14	Sun	0345	Tree (Standing)	0	1	0	Night	Wet	Over-Correcting/Over-Steering
23	23.165	05/09/14	Fri	2034	Struck by Falling/Shifting Cargo	0	0	1	Night	Dry	No Contributing Action
24	23.165	04/18/14	Fri	1612	Rear-End	0	0	1	Day	Dry	#N/A
25	23.165	12/17/14	Wed	1250	Not Coded	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
26	23.165	09/10/14	Wed	1614	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
27	23.165	09/27/14	Sat	2239	Rear-End	0	0	1	Night	Wet	#N/A
28	23.165	10/03/14	Fri	2137	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
29	23.165	10/21/14	Tue	0957	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
30	23.165	10/22/14	Wed	1819	Sideswipe	0	0	1	Day	Wet	#N/A
31	23.192	04/22/14	Tue	1247	Concrete Traffic Barrier	0	0	1	Day	Dry	Over-Correcting/Over-Steering
32	23.192	05/01/14	Thu	0746	Rear-End	0	0	1	Day	Dry	Other Contributing Action
33	23.265	03/01/14	Sat	0428	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
34	23.286	01/01/14	Wed	0748	Sideswipe	0	0	1	Day	Wet	Improper Passing
35	23.286	02/02/14	Sun	0053	Rear-End	0	0	1	Night	Dry	Other Contributing Action
36	23.286	03/07/14	Fri	1147	Rear-End	0	2	0	Day	Dry	Other Contributing Action
37	23.286	05/28/14	Wed	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
38	23.286	10/07/14	Tue	0900	Rear-End	0	1	0	Day	Dry	#N/A
39	23.365	01/27/14	Mon	2309	Concrete Traffic Barrier	0	1	0	Night	Dry	No Contributing Action
40	23.365	04/23/14	Wed	1706	Rear-End	0	0	1	Day	Dry	No Contributing Action
41	23.381	08/30/14	Sat	0916	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
42	23.381	11/26/14	Wed	1635	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
43	23.415	09/18/14	Thu	0903	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
44	23.415	01/15/14	Wed	0850	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
45	23.415	01/15/14	Wed	0755	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
46	23.415	01/23/14	Thu	0851	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
47	23.415	03/10/14	Mon	1329	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
48	23.415	02/10/14	Mon	0821	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
49	23.415	03/03/14	Mon	1715	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
50	23.415	07/02/14	Wed	2040	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
51	23.415	04/19/14	Sat	0547	Utility Pole/Light Support	0	3	0	Night	Dry	Other Contributing Action
52	23.415	06/05/14	Thu	2342	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
53	23.415	07/03/14	Thu	0729	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
54	23.415	07/30/14	Wed	2014	Concrete Traffic Barrier	0	2	0	Night	Wet	Careless or Negligent Manner
55	23.415	09/26/14	Fri	0659	Angle	0	0	1	Night	Wet	Careless or Negligent Manner
56	23.415	07/23/14	Wed	1309	Sideswipe	0	0	1	Day	Wet	#N/A
57	23.415	07/23/14	Wed	1538	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
58	23.415	10/14/14	Tue	1513	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
59	23.415	12/20/14	Sat	0908	Angle	0	0	1	Day	Dry	Other Contributing Action
60	23.415	12/27/14	Sat	0726	Other Non-Collision	0	0	1	Day	Dry	Careless or Negligent Manner
61	23.415	11/20/14	Thu	0752	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
62	23.415	12/26/14	Fri	2116	Tree (Standing)	0	1	0	Night	Wet	Careless or Negligent Manner
63	23.419	04/17/14	Thu	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
64	23.433	02/11/14	Tue	2006	Tree (Standing)	0	1	0	Night	Dry	Failed To Keep In Proper Lane
65	23.438	12/05/14	Fri	0825	Rear-End	0	0	1	Day	Dry	Other Contributing Action
66	23.465	03/14/14	Fri	2325	Not Coded	0	0	1	Night	Dry	#N/A
67	23.476	04/15/14	Tue	1630	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
68	23.476	07/03/14	Thu	1740	Concrete Traffic Barrier	0	2	0	Day	Dry	No Contributing Action
69	23.476	06/28/14	Sat	0359	Ditch	0	4	0	Night	Dry	No Contributing Action
70	23.476	07/26/14	Sat	2200	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
71	23.513	10/01/14	Wed	0805	Rear-End	0	0	1	Day	Dry	Other Contributing Action
72	23.526	12/16/14	Tue	1410	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
73	23.551	12/31/14	Wed	0411	Sideswipe	0	0	1	Night	Dry	#N/A
74	23.570	02/26/14	Wed	2210	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
75	23.570	09/10/14	Wed	0834	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
76	23.589	11/11/14	Tue	0421	Other Non-Collision	0	0	1	Night	Dry	No Contributing Action
77	23.608	06/05/14	Thu	1735	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
78	23.618	08/09/14	Sat	1928	Tree (Standing)	0	1	0	Day	Wet	No Contributing Action
79	23.619	01/28/14	Tue	1640	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
80	23.619	03/13/14	Thu	1730	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
81	23.619	04/01/14	Tue	0930	Sideswipe	0	0	1	Day	Dry	No Contributing Action
82	23.619	12/05/14	Fri	1055	Sideswipe	0	0	1	Day	Dry	#N/A
83	23.623	05/15/14	Thu	1754	Rear-End	0	0	1	Day	Wet	Followed too Closely
84	23.627	02/05/14	Wed	0800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
85	23.636	06/13/14	Fri	1913	Angle	0	1	0	Night	Wet	Drove too Fast for Conditions
86	23.646	11/11/14	Tue	1613	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87	23.656	05/15/14	Thu	0801	Rear-End	0	1	0	Day	Wet	Other Contributing Action
88	23.656	07/26/14	Sat	1155	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
89	23.661	04/15/14	Tue	2344	Sideswipe	0	0	1	Night	Dry	No Contributing Action
90	23.662	04/11/14	Fri	1820	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
91	23.663	05/12/14	Mon	0727	Bridge Pier or Support	0	1	0	Day	Dry	Ran Off Roadway
92	23.683	06/13/14	Fri	1932	Rear-End	0	0	1	Night	Wet	#N/A
93	23.687	06/20/14	Fri	2156	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
94	23.692	02/19/14	Wed	0849	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
95	23.702	11/12/14	Wed	1814	Rear-End	0	0	1	Night	Dry	#N/A
96	23.702	08/02/14	Sat	1858	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
97	23.721	09/02/14	Tue	0248	Rear-End	0	0	1	Night	Dry	Other Contributing Action
98	23.721	02/02/14	Sun	0500	Fence	0	0	1	Night	Wet	Careless or Negligent Manner
99	23.721	11/21/14	Fri	1940	Rear-End	0	1	0	Night	Wet	#N/A
100	23.721	11/03/14	Mon	1842	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
101	23.740	02/13/14	Thu	0935	Rear-End	0	1	0	Day	Wet	Other Contributing Action
102	23.759	08/23/14	Sat	0514	Overturn/Rollover	0	1	0	Night	Dry	No Contributing Action
103	23.759	11/10/14	Mon	0822	Rear-End	0	0	1	Day	Wet	Other Contributing Action
104	23.778	11/20/14	Thu	0845	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
105	23.778	03/07/14	Fri	1255	Sideswipe	0	0	1	Day	Dry	No Contributing Action
106	23.778	02/05/14	Wed	2012	Not Coded	0	0	1	Night	Wet	No Contributing Action
107	23.778	07/11/14	Fri	1506	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
108	23.778	07/11/14	Fri	0335	Rear-End	0	0	1	Night	Wet	#N/A
109	23.778	09/02/14	Tue	1835	Overturn/Rollover	0	2	0	Day	Dry	Careless or Negligent Manner
110	23.783	01/22/14	Wed	0850	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
111	23.783	02/21/14	Fri	1855	Not Coded	0	0	1	Night	Dry	No Contributing Action
112	23.797	07/07/14	Mon	0746	Rear-End	0	0	1	Day	Wet	Other Contributing Action
113	23.835	03/21/14	Fri	0730	Rear-End	0	0	1	Day	Dry	Other Contributing Action
114	23.835	03/21/14	Fri	0802	Rear-End	0	1	0	Day	Dry	Other Contributing Action
115	23.861	07/12/14	Sat	2317	Rear-End	0	1	0	Night	Dry	#N/A
116	23.869	03/06/14	Thu	1940	Rear-End	0	0	1	Night	Dry	No Contributing Action
117	23.872	02/17/14	Mon	0101	Overturn/Rollover	0	0	1	Night	Dry	Other Contributing Action
118	23.872	03/03/14	Mon	2105	Sideswipe	0	0	1	Night	Dry	No Contributing Action
119	23.872	04/24/14	Thu	0853	Rear-End	0	0	1	Day	Dry	Other Contributing Action
120	23.872	08/10/14	Sun	0335	Sideswipe	0	1	0	Night	Dry	#N/A
121	23.933	01/06/14	Mon	0549	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
122	23.933	03/18/14	Tue	0750	Rear-End	0	1	0	Day	Wet	#N/A
123	23.933	02/01/14	Sat	0219	Rear-End	0	1	0	Night	Dry	#N/A
124	23.933	01/30/14	Thu	1633	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
125	23.933	02/07/14	Fri	0757	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	23.933	02/07/14	Fri	1011	Sideswipe	0	0	1	Day	Dry	#N/A
127	23.933	01/30/14	Thu	0740	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
128	23.933	06/01/14	Sun	2245	Pedestrian	0	1	0	Night	Wet	Careless or Negligent Manner
129	23.933	07/23/14	Wed	1543	Sideswipe	0	0	1	Day	Wet	No Contributing Action
130	23.933	07/16/14	Wed	1546	Not Coded	0	0	1	Day	Wet	No Contributing Action
131	23.933	10/24/14	Fri	1507	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
132	23.933	12/27/14	Sat	0752	Sideswipe	0	1	0	Day	Dry	No Contributing Action
133	23.933	10/16/14	Thu	0850	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
134	23.967	04/04/14	Fri	0836	Rear-End	0	2	0	Day	Dry	Other Contributing Action
135	23.983	03/08/14	Sat	1803	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
136	24.119	01/15/14	Wed	0823	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
137	24.119	01/08/14	Wed	0000	Sideswipe	0	1	0	Night	Wet	Careless or Negligent Manner
138	24.119	01/19/14	Sun	1614	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
139	24.119	02/12/14	Wed	1243	Utility Pole/Light Support	0	0	1	Day	Dry	Ran Off Roadway
140	24.119	06/25/14	Wed	1615	Sideswipe	0	0	1	Day	Dry	#N/A
141	24.119	09/20/14	Sat	1900	Overturn/Rollover	0	1	0	Night	Wet	Swerved Or Avoided
142	24.119	12/07/14	Sun	0645	Angle	0	0	1	Night	Dry	Other Contributing Action
143	24.119	12/26/14	Fri	0553	Sideswipe	0	0	1	Night	Dry	Improper Passing
144	24.146	03/20/14	Thu	0635	Rear-End	0	0	1	Night	Dry	#N/A
145	0.000	11/09/14	Sun	1500	Concrete Traffic Barrier	0	1	0	Day	Wet	Careless or Negligent Manner
146	0.164	09/06/14	Sat	0923	Other Non-Collision	0	0	1	Day	Wet	Careless or Negligent Manner
147	0.207	07/09/14	Wed	0107	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
148	0.226	07/09/14	Wed	2058	Concrete Traffic Barrier	0	0	1	Night	Wet	Over-Correcting/Over-Steering
149	0.226	10/16/14	Thu	1551	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
150	0.226	11/24/14	Mon	0422	Tree (Standing)	0	0	1	Night	Dry	#N/A
151	0.236	12/05/14	Fri	0430	Traffic Sign Support	0	0	1	Night	Wet	Careless or Negligent Manner
152	0.245	01/08/14	Wed	1441	Concrete Traffic Barrier	0	0	1	Day	Wet	Drove too Fast for Conditions
153	0.250	12/27/14	Sat	0721	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
154	0.255	01/15/14	Wed	0958	Utility Pole/Light Support	0	0	1	Day	Wet	Ran Off Roadway
155	0.255	12/26/14	Fri	2048	Concrete Traffic Barrier	0	0	1	Night	Wet	Other Contributing Action
156	0.256	07/23/14	Wed	1512	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
157	0.258	10/21/14	Tue	1856	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
158	0.260	07/27/14	Sun	1542	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	0.261	10/23/14	Thu	1445	Rear-End	0	1	0	Day	Wet	Followed too Closely
160	0.263	03/30/14	Sun	2229	Rear-End	0	0	1	Night	Dry	#N/A
161	0.263	11/17/14	Mon	2240	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
162	0.264	08/26/14	Tue	1707	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
163	0.264	11/09/14	Sun	1449	Overturn/Rollover	0	0	1	Day	Wet	No Contributing Action
164	0.008	09/30/14	Tue	1556	Not Coded	0	0	1	Day	Wet	Careless or Negligent Manner
165	0.009	06/12/14	Thu	1950	Not Coded	0	0	1	Night	Wet	#N/A
166	0.034	06/02/14	Mon	1919	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
167	0.034	07/09/14	Wed	1039	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
168	0.034	12/31/14	Wed	2013	Rear-End	0	0	1	Night	Wet	Followed too Closely
169	0.184	02/05/14	Wed	0754	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
170	0.184	11/26/14	Wed	1023	Tree (Standing)	0	0	1	Day	Wet	Other Contributing Action
171	0.203	07/15/14	Tue	1631	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
172	0.000	04/01/14	Tue	1837	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
173	0.081	11/09/14	Sun	1825	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
174	0.153	08/17/14	Sun	0121	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
175	0.172	10/04/14	Sat	1335	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
176	0.173	05/13/14	Tue	1727	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
177	0.176	12/06/14	Sat	1403	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
178	0.177	05/03/14	Sat	2359	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
179	0.181	01/30/14	Thu	2105	Angle	0	0	1	Night	Wet	Improper Turn
180	0.004	01/14/14	Tue	1447	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
181	0.004	03/07/14	Fri	0850	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
182	0.009	05/05/14	Mon	1015	Rear-End	0	1	0	Day	Dry	Followed too Closely
183	0.039	06/19/14	Thu	1100	Sideswipe	0	0	1	Day	Dry	#N/A
184	0.043	02/02/14	Sun	2240	Rear-End	0	1	0	Night	Dry	Other Contributing Action
185	0.080	02/10/14	Mon	1033	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
186	0.154	05/24/14	Sat	1240	Rear-End	0	2	0	Day	Dry	Other Contributing Action
187	0.156	12/26/14	Fri	2015	Not Coded	0	8	0	Night	Wet	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
187	**0**	**67**	**120**	**101**	**0**	**7**	**0**	**0**	**28**	**0**	**1**	**0**	**27**	**0**	**23**
Percent	*0.00%*	*35.83%*	*64.17%*	*54.01%*	*0.00%*	*3.74%*	*0.00%*	*0.00%*	*14.97%*	*0.00%*	*0.53%*	*0.00%*	*14.44%*	*0.00%*	*12.30%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**117**	**70**	**56**	**131**	**81**	**1**	**1**	**0**	**4**	**2**	0	0	3	7	0
Percent	*62.57%*	*37.43%*	*29.95%*	*70.05%*	*43.32%*	*0.53%*	*0.53%*	*0.00%*	*2.14%*	*1.07%*	*0.00%*	*0.00%*	*1.60%*	*3.74%*	*0.00%*

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	22.627	02/25/15	Wed	1200	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
2	22.665	01/06/15	Tue	2006	Rear-End	0	0	1	Night	Wet	#N/A
3	22.665	01/26/15	Mon	1610	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	22.665	04/03/15	Fri	1915	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
5	22.665	05/08/15	Fri	1636	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
6	22.665	07/22/15	Wed	1649	Rear-End	0	0	1	Day	Wet	No Contributing Action
7	22.665	07/18/15	Sat	1405	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
8	22.665	11/02/15	Mon	0851	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
9	22.665	12/16/15	Wed	1940	Rear-End	0	1	0	Night	Dry	#N/A
10	22.665	11/17/15	Tue	0849	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
11	23.065	03/26/15	Thu	1750	Rear-End	0	0	1	Day	Dry	Followed too Closely
12	23.165	05/17/15	Sun	1438	Sideswipe	0	0	1	Day	Dry	#N/A
13	23.165	06/09/15	Tue	0915	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
14	23.165	04/21/15	Tue	0634	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
15	23.165	06/24/15	Wed	1600	Sideswipe	0	0	1	Day	Dry	#N/A
16	23.165	05/03/15	Sun	0243	Rear-End	0	0	1	Night	Dry	#N/A
17	23.165	08/16/15	Sun	1530	Concrete Traffic Barrier	0	2	0	Day	Dry	Careless or Negligent Manner
18	23.165	09/07/15	Mon	1320	Angle	0	0	1	Day	Wet	#N/A
19	23.165	08/17/15	Mon	1943	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
20	23.165	11/12/15	Thu	1701	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
21	23.165	10/11/15	Sun	0019	Rear-End	0	2	0	Night	Dry	Other Contributing Action
22	23.165	11/26/15	Thu	0301	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
23	23.165	12/05/15	Sat	2227	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
24	23.165	12/04/15	Fri	1320	Not Coded	0	1	0	Day	Wet	Careless or Negligent Manner
25	23.183	09/03/15	Thu	2110	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
26	23.265	09/05/15	Sat	2329	Rear-End	0	0	1	Night	Wet	No Contributing Action
27	23.381	04/14/15	Tue	0857	Rear-End	0	0	1	Day	Dry	Other Contributing Action
28	23.381	06/15/15	Mon	0945	Concrete Traffic Barrier	0	2	0	Day	Dry	Over-Correcting/Over-Steering
29	23.415	04/08/15	Wed	0840	Other Non-Collision	0	0	1	Day	Dry	Other Contributing Action
30	23.415	03/17/15	Tue	0744	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	23.415	02/12/15	Thu	0823	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	23.415	02/19/15	Thu	0752	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
33	23.415	04/13/15	Mon	1254	Sideswipe	0	1	0	Day	Dry	#N/A
34	23.415	06/11/15	Thu	0849	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
35	23.415	05/16/15	Sat	1542	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
36	23.415	04/27/15	Mon	0213	Tree (Standing)	0	0	1	Day	Dry	No Contributing Action
37	23.415	08/07/15	Fri	1548	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
38	23.415	10/12/15	Mon	0010	Rear-End	0	0	1	Night	Dry	No Contributing Action
39	23.415	11/05/15	Thu	1040	Rear-End	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
40	23.415	12/25/15	Fri	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
41	23.415	12/05/15	Sat	2140	Concrete Traffic Barrier	0	2	0	Night	Wet	No Contributing Action
42	23.419	02/21/15	Sat	0521	Sideswipe	0	0	1	Night	Dry	#N/A
43	23.433	07/24/15	Fri	2122	Sideswipe	0	0	1	Night	Dry	#N/A
44	23.433	09/30/15	Wed	0647	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
45	23.438	01/13/15	Tue	0709	Angle	0	0	1	Day	Wet	#N/A
46	23.438	08/24/15	Mon	1125	Rear-End	0	2	0	Day	Wet	Other Contributing Action
47	23.465	01/11/15	Sun	1239	Angle	0	6	0	Day	Dry	Careless or Negligent Manner
48	23.465	10/03/15	Sat	1540	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
49	23.476	02/28/15	Sat	1231	Rear-End	0	0	1	Day	Wet	Other Contributing Action
50	23.476	05/19/15	Tue	0807	Rear-End	0	0	1	Day	Dry	Other Contributing Action
51	23.476	05/12/15	Tue	0636	Sideswipe	0	2	0	Day	Wet	Careless or Negligent Manner
52	23.513	01/20/15	Tue	0743	Rear-End	0	0	1	Day	Dry	Other Contributing Action
53	23.565	03/15/15	Sun	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
54	23.565	10/12/15	Mon	0010	Rear-End	0	3	0	Night	Wet	Careless or Negligent Manner
55	23.570	02/27/15	Fri	0731	Rear-End	0	0	1	Day	Dry	Other Contributing Action
56	23.570	03/12/15	Thu	0922	Sideswipe	0	0	1	Day	Dry	#N/A
57	23.570	11/14/15	Sat	2110	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
58	23.589	04/29/15	Wed	0504	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
59	23.589	12/18/15	Fri	1835	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
60	23.619	04/13/15	Mon	0553	Concrete Traffic Barrier	0	0	1	Night	Dry	Over-Correcting/Over-Steering
61	23.619	07/10/15	Fri	0951	Not Coded	0	0	1	Day	Dry	Other Contributing Action
62	23.623	01/08/15	Thu	1340	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
63	23.627	09/30/15	Wed	1705	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
64	23.636	06/01/15	Mon	0938	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
65	23.636	10/18/15	Sun	1832	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
66	23.637	02/25/15	Wed	1918	Sideswipe	0	0	1	Night	Dry	No Contributing Action
67	23.655	03/14/15	Sat	0302	Rear-End	0	3	0	Night	Wet	Other Contributing Action
68	23.664	04/17/15	Fri	1457	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
69	23.674	12/14/15	Mon	1855	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
70	23.683	06/05/15	Fri	1407	Rear-End	0	0	1	Day	Dry	#N/A
71	23.702	08/08/15	Sat	1800	Sideswipe	0	2	0	Day	Wet	Careless or Negligent Manner
72	23.711	07/08/15	Wed	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
73	23.721	01/11/15	Sun	2253	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
74	23.721	05/21/15	Thu	1108	Concrete Traffic Barrier	0	0	1	Day	Dry	Other Contributing Action
75	23.721	06/26/15	Fri	0413	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
76	23.721	08/07/15	Fri	1845	Not Coded	0	0	1	Day	Dry	#N/A
77	23.721	12/01/15	Tue	0706	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
78	23.740	09/17/15	Thu	2027	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
79	23.759	08/31/15	Mon	1506	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
80	23.759	12/27/15	Sun	1921	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
81	23.778	01/14/15	Wed	1738	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82	23.778	03/09/15	Mon	1353	Concrete Traffic Barrier	0	4	0	Day	Wet	No Contributing Action
83	23.778	03/17/15	Tue	0821	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
84	23.778	07/09/15	Thu	1430	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
85	23.778	06/15/15	Mon	1742	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
86	23.778	06/09/15	Tue	0802	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
87	23.778	12/28/15	Mon	1340	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
88	23.783	07/24/15	Fri	1810	Sideswipe	0	0	1	Day	Wet	No Contributing Action
89	23.797	02/27/15	Fri	0752	Rear-End	0	0	1	Day	Wet	Other Contributing Action
90	23.816	02/20/15	Fri	0830	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
91	23.852	12/02/15	Wed	0022	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
92	23.852	11/09/15	Mon	1224	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
93	23.852	10/13/15	Tue	1210	Angle	0	0	1	Day	Dry	#N/A
94	23.869	01/11/15	Sun	0415	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
95	23.872	02/15/15	Sun	0100	Rear-End	0	1	0	Night	Dry	Other Contributing Action
96	23.872	04/27/15	Mon	0822	Rear-End	0	0	1	Day	Dry	Other Contributing Action
97	23.872	05/30/15	Sat	2335	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
98	23.872	08/12/15	Wed	1132	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
99	23.872	09/04/15	Fri	0801	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
100	23.933	01/01/15	Thu	1603	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
101	23.933	03/23/15	Mon	0956	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
102	23.933	06/18/15	Thu	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
103	23.933	07/10/15	Fri	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
104	23.933	06/27/15	Sat	1525	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
105	23.933	07/04/15	Sat	0918	Concrete Traffic Barrier	0	0	1	Day	Wet	Other Contributing Action
106	23.933	08/15/15	Sat	0500	Concrete Traffic Barrier	0	0	1	Night	Wet	Other Contributing Action
107	23.933	08/15/15	Sat	0501	Angle	0	1	0	Night	Wet	#N/A
108	23.933	06/26/15	Fri	1656	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	No Contributing Action
109	23.933	08/26/15	Wed	1214	Sideswipe	0	3	0	Day	Dry	No Contributing Action
110	23.933	07/18/15	Sat	0917	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
111	23.933	08/07/15	Fri	2233	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
112	23.933	08/18/15	Tue	0937	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
113	23.933	10/30/15	Fri	1000	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
114	23.933	10/17/15	Sat	1736	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
115	23.933	10/03/15	Sat	0340	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
116	23.933	11/27/15	Fri	1655	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
117	23.933	12/01/15	Tue	1430	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
118	23.933	11/11/15	Wed	2338	Concrete Traffic Barrier	0	1	0	Night	Wet	No Contributing Action
119	23.933	10/18/15	Sun	2245	Sideswipe	0	0	1	Night	Dry	#N/A
120	23.933	12/04/15	Fri	2212	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
121	23.933	12/05/15	Sat	1214	Rear-End	0	0	1	Day	Wet	Other Contributing Action
122	23.933	12/02/15	Wed	1924	Rear-End	0	0	1	Night	Wet	#N/A
123	23.967	07/12/15	Sun	0649	Sideswipe	0	2	0	Day	Dry	#N/A
124	24.119	06/19/15	Fri	1847	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
125	24.119	11/23/15	Mon	0850	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	24.119	11/11/15	Wed	2350	Concrete Traffic Barrier	0	1	0	Night	Wet	No Contributing Action
127	24.119	10/11/15	Sun	2337	Rear-End	0	2	0	Night	Dry	Drove too Fast for Conditions
128	24.119	10/11/15	Sun	2335	Concrete Traffic Barrier	0	1	0	Night	Dry	No Contributing Action
129	24.119	11/13/15	Fri	0413	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
130	24.119	11/14/15	Sat	0203	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
131	24.119	11/22/15	Sun	0157	Not Coded	0	0	1	Night	Wet	Careless or Negligent Manner
132	24.119	12/06/15	Sun	1913	Not Coded	0	0	1	Night	Dry	Other Contributing Action
133	24.119	11/09/15	Mon	0358	Sideswipe	0	2	0	Night	Dry	Careless or Negligent Manner
134	24.119	12/12/15	Sat	0318	Not Coded	0	0	1	Night	Dry	#N/A
135	0.164	09/17/15	Thu	1940	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
136	0.211	12/02/15	Wed	1458	Concrete Traffic Barrier	0	1	0	Day	Wet	Drove too Fast for Conditions
137	0.217	11/12/15	Thu	0159	Utility Pole/Light Support	0	1	0	Night	Wet	Careless or Negligent Manner
138	0.262	10/11/15	Sun	1732	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
139	0.263	04/01/15	Wed	1320	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
140	0.264	08/26/15	Wed	1740	Head-On	0	0	1	Day	Wet	Failed To Keep In Proper Lane
141	0.004	01/16/15	Fri	1513	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
142	0.019	08/24/15	Mon	1132	Guardrail Face	0	0	1	Day	Wet	Drove too Fast for Conditions
143	0.034	05/01/15	Fri	1624	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
144	0.034	06/04/15	Thu	0741	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
145	0.034	11/11/15	Wed	1916	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
146	0.000	12/18/15	Fri	1854	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
147	0.086	10/03/15	Sat	1311	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
148	0.124	04/24/15	Fri	1300	Impact Attenuator/Crash Cushion	0	1	0	Day	Dry	No Contributing Action
149	0.134	09/15/15	Tue	1355	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
150	0.143	08/23/15	Sun	1448	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
151	0.143	09/23/15	Wed	1413	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
152	0.162	08/07/15	Fri	0601	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
153	0.162	09/11/15	Fri	2200	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
154	0.172	07/17/15	Fri	0852	Rear-End	0	0	1	Day	Dry	#N/A
155	0.181	02/25/15	Wed	1408	Sideswipe	0	0	1	Day	Dry	#N/A
156	0.181	03/31/15	Tue	2135	Sideswipe	0	0	1	Night	Dry	#N/A
157	0.181	05/09/15	Sat	1255	Not Coded	0	2	0	Day	Dry	Ran Red Light
158	0.181	06/13/15	Sat	1201	Not Coded	0	0	1	Day	Dry	Ran Red Light
159	0.181	07/12/15	Sun	1002	Angle	0	0	1	Day	Dry	Ran Red Light
160	0.181	07/13/15	Mon	2300	Sideswipe	0	0	1	Night	Dry	Disregarded Other Traffic Sign
161	0.181	08/27/15	Thu	1728	Angle	0	2	0	Day	Dry	Ran Red Light
162	0.181	09/10/15	Thu	1305	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: NA M.P. 22.623 TO 24.150 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Broward

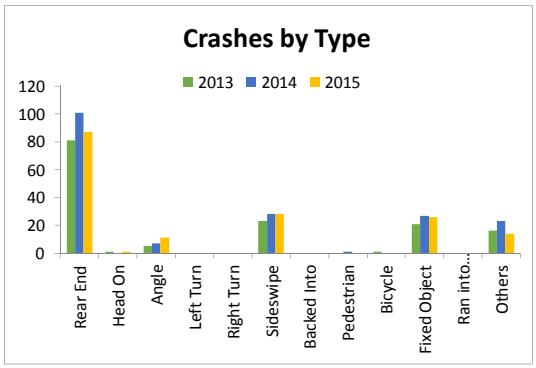
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
163	0.181	10/30/15	Fri	1355	Angle	0	1	0	Day	Dry	Ran Red Light
164	0.181	07/10/15	Fri	1235	Not Coded	0	0	1	Day	Dry	Other Contributing Action
165	0.057	09/11/15	Fri	2008	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
166	0.095	12/09/15	Wed	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
167	0.137	03/08/15	Sun	0000	Guardrail Face	0	0	1	Night	Wet	No Contributing Action

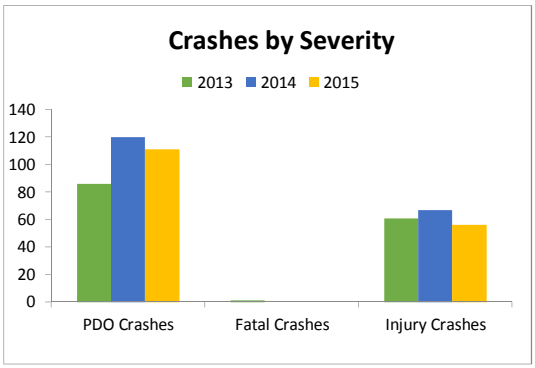
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
167	**0**	**56**	**111**	**87**	**1**	**11**	**0**	**0**	**28**	**0**	**0**	**0**	**26**	**0**	**14**
Percent	*0.00%*	*33.53%*	*66.47%*	*52.10%*	*0.60%*	*6.59%*	*0.00%*	*0.00%*	*16.77%*	*0.00%*	*0.00%*	*0.00%*	*15.57%*	*0.00%*	*8.38%*

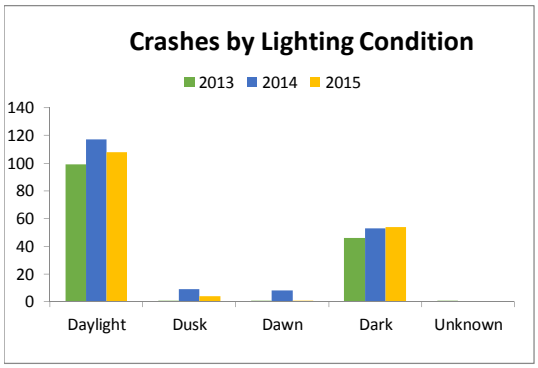
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	**108**	**59**	**41**	**126**	**87**	**2**	**0**	**5**	**4**	**0**	**1**	**1**	**0**	**5**	**0**
Percent	*64.67%*	*35.33%*	*24.55%*	*75.45%*	*52.10%*	*1.20%*	**2**	*2.99%*	*2.40%*	*0.00%*	*0.60%*	*0.60%*	*0.00%*	*2.99%*	*0.00%*

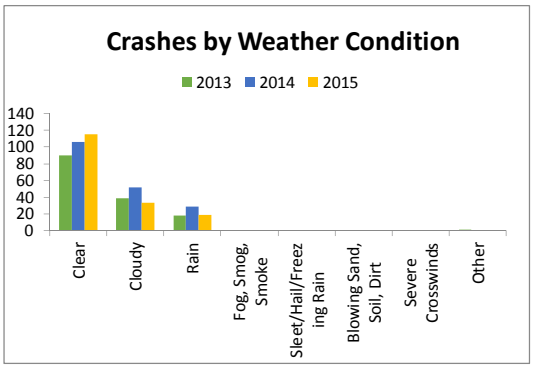
CRASH HISTOGRAMS

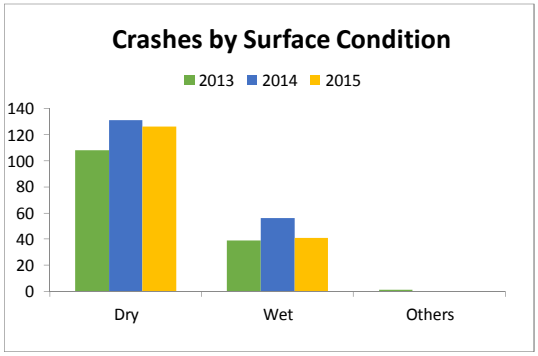
I-95 at SW 10th Street (SR 869)

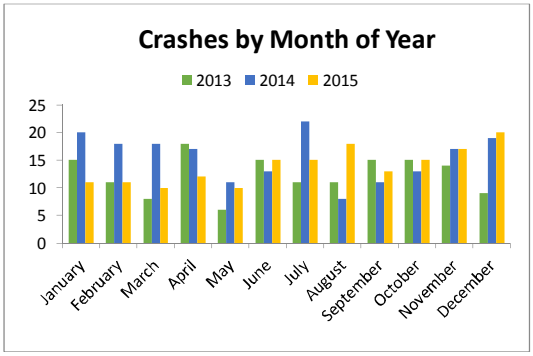


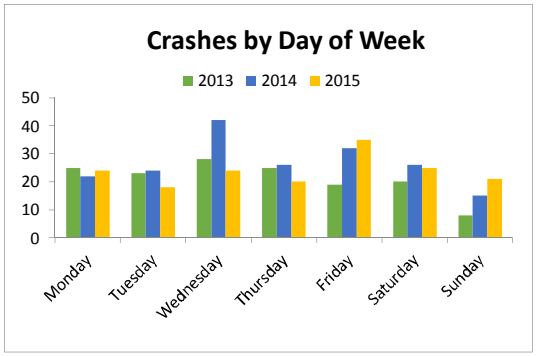


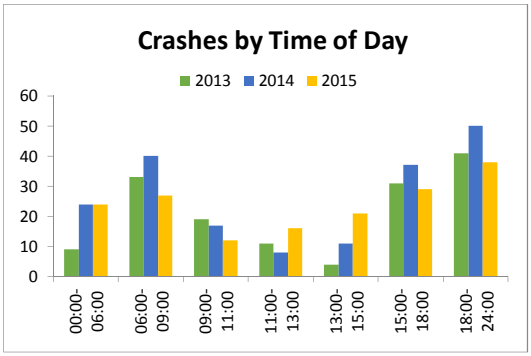










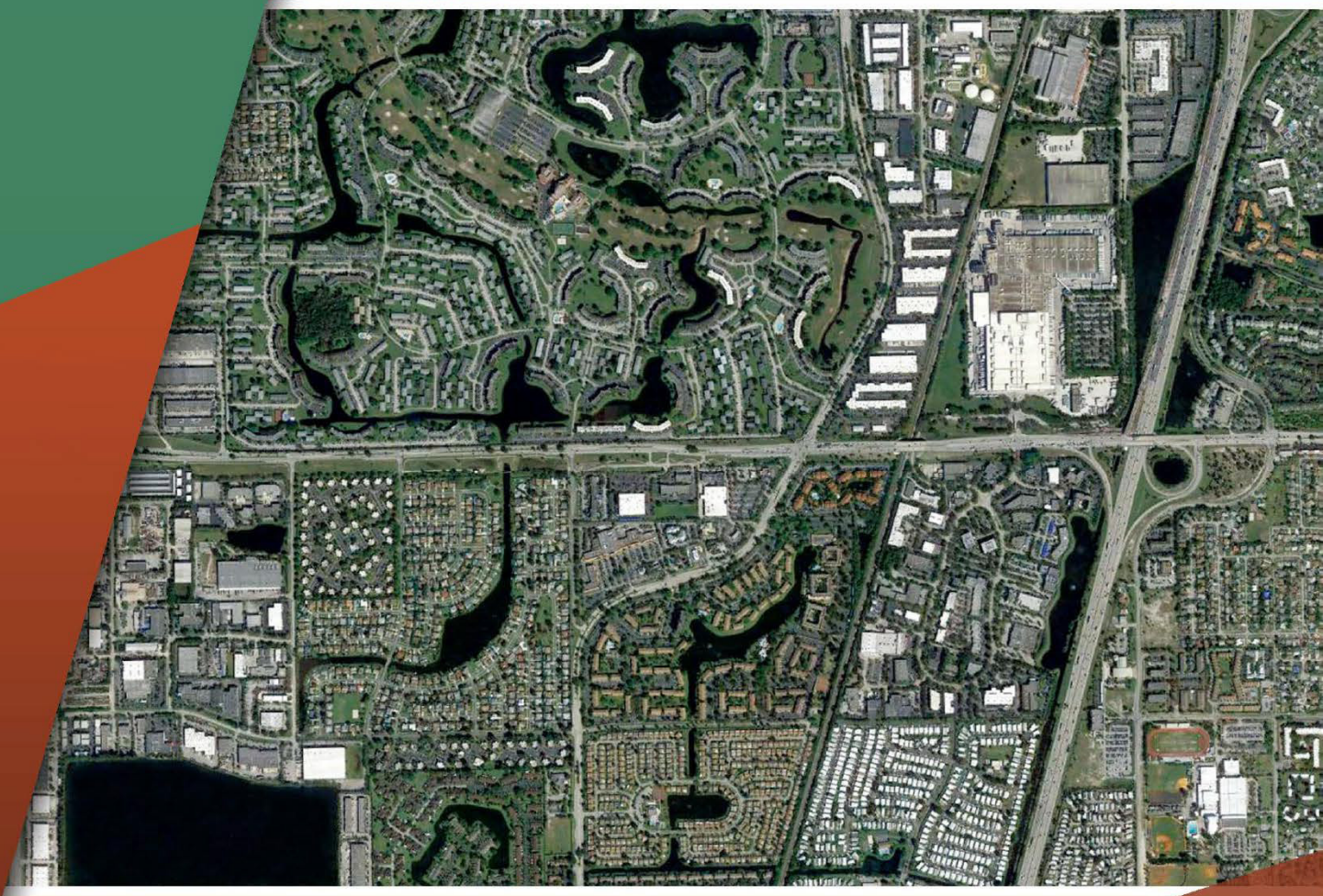


APPENDIX F

Travel Demand Forecast – SW 10th Street PD&E PTFM, January 2019

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

January 2019



Project Traffic Forecast Memorandum

SW 10th Street PD&E Study

(From Florida's Turnpike to I-95)

Broward County

FPN 43989-1

January 2019

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1.1 STUDY PURPOSE

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

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

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

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

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

1.2 PREVIOUS STUDIES

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

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

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

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

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

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

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

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

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

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

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

1.3 STUDY AREA

The study area includes:

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

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

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

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

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

Florida's Turnpike to Powerline Road

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

Powerline Road to Military Trail

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

Military Trail to I-95

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

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

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

1.4 STUDY APPROACH

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

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

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

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

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

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

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

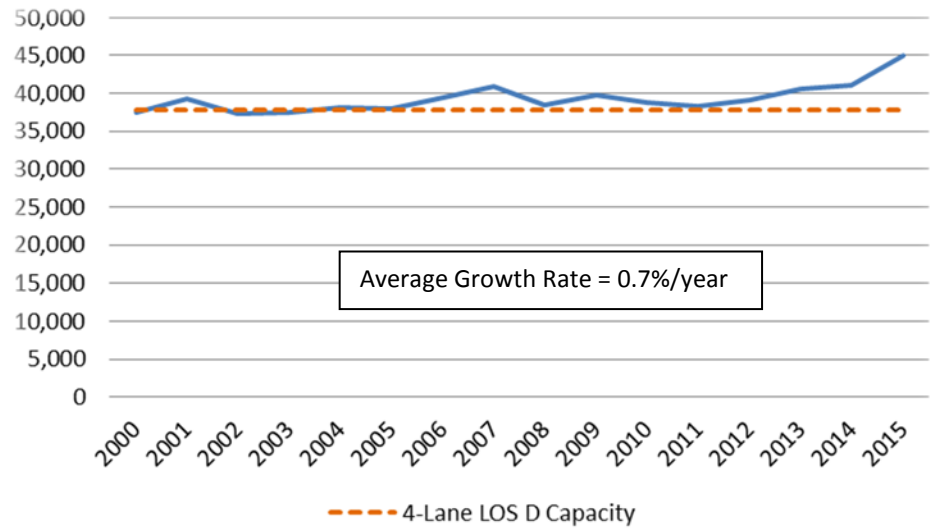
2.1 HISTORICAL CORRIDOR GROWTH

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

2.1.1 SW 10th Street

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

Chart 2.1
SW 10th Street Historical AADT Volumes



2.1.2 Florida's Turnpike

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

Chart 2.2
Sawgrass Expressway Historical AADT Volumes

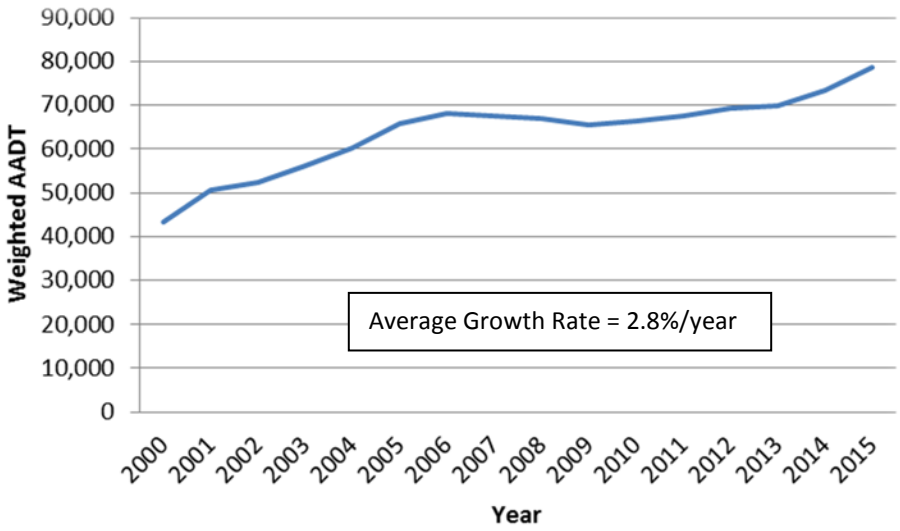
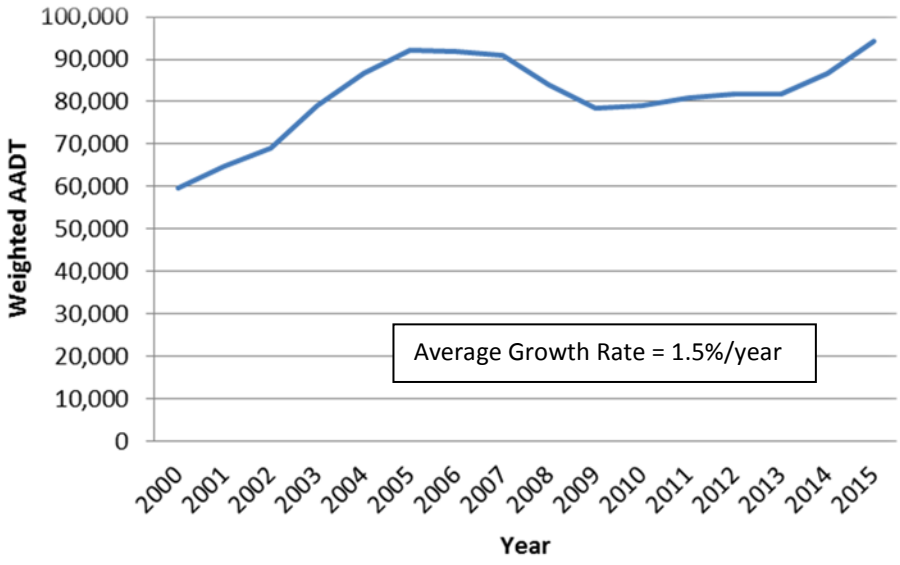


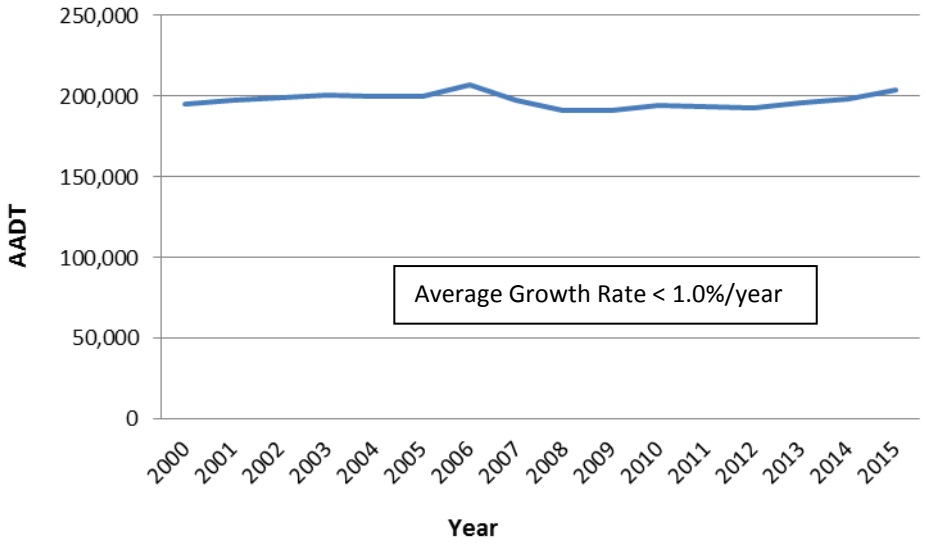
Chart 2.3
Florida's Turnpike (Southern Coin System) Historical AADT Volumes



2.1.3 I-95

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

Chart 2.4
I-95 Historical AADT Volumes



2.2 DATA COLLECTION

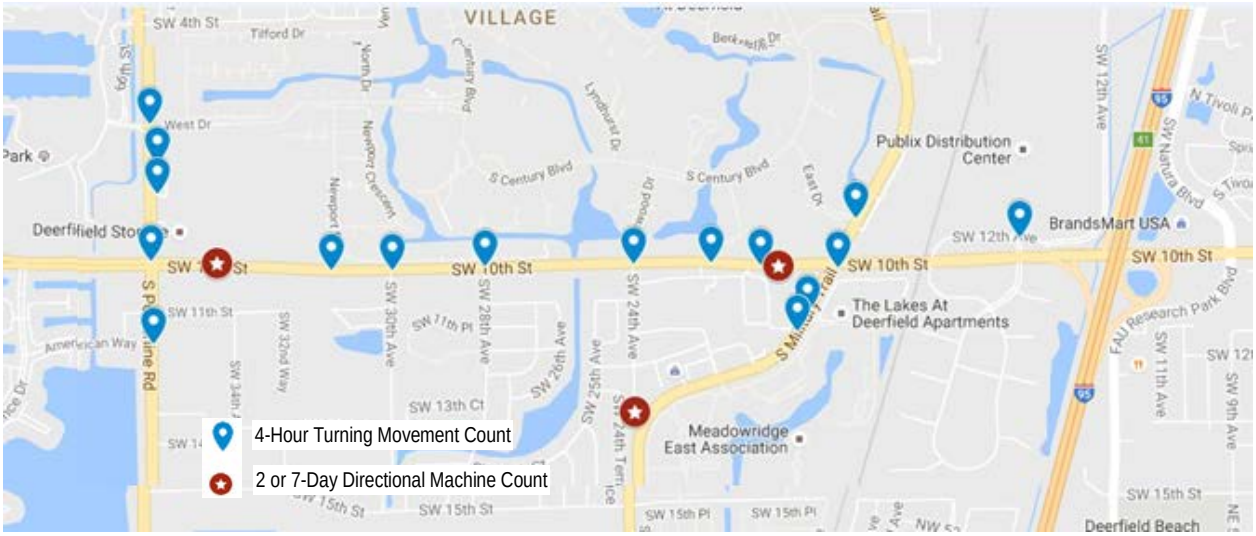
The categories of data collected and their sources are noted in this section.

2.2.1 Locations and Dates

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

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

Figure 2.1
Additional Data Collection Locations

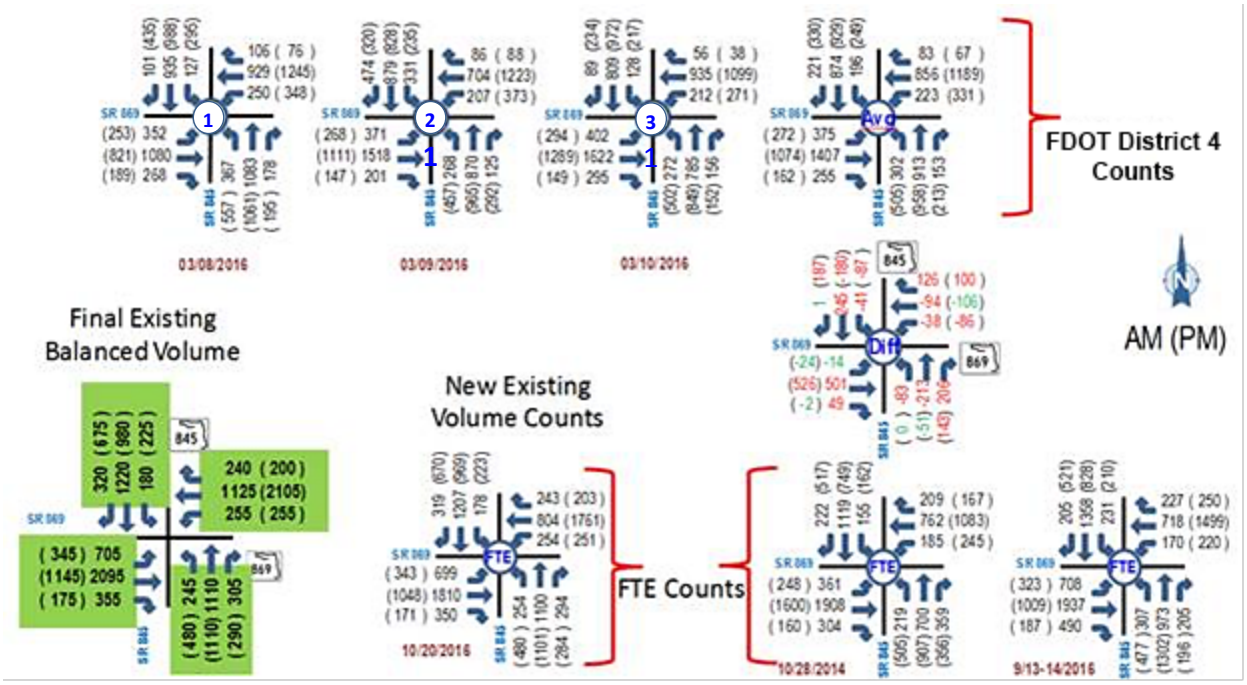


The additional counts verified that the March 2016 data presented lower volumes. Therefore, adjustments were made to develop balanced existing 2016 traffic volumes throughout the study area. The March 2016 intersection turning movement count data were replaced with the October 2016 data between Powerline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

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

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

Figure 2.2
Existing Count Adjustment Example



2.2.2 Queues

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

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

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

Sawgrass Expressway

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

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

SW 10th Street

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

AM Peak Observations:

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

PM Peak Observations:

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

Florida's Turnpike (Southern Coin)

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

AM Peak Observations:

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

PM Peak Observations:

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

I-95

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

AM Peak Observations:

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

PM Peak Observations:

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

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

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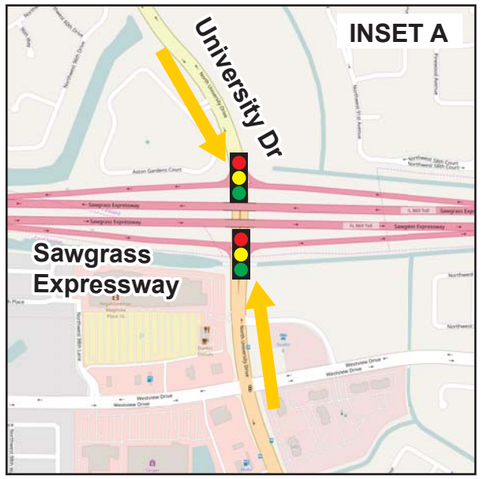
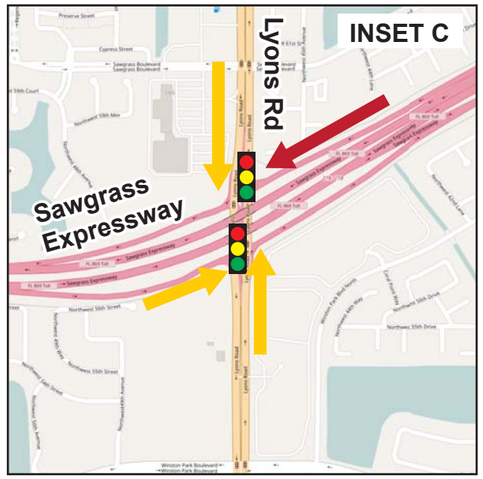
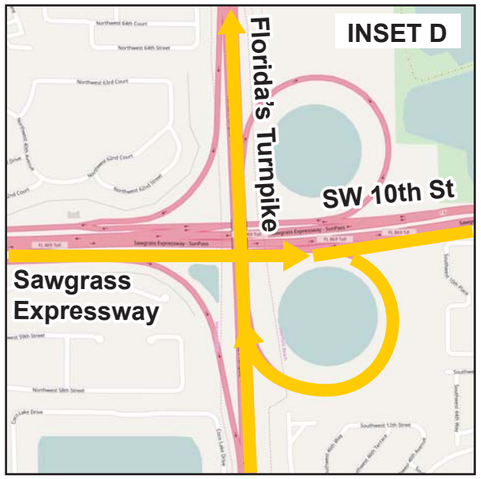
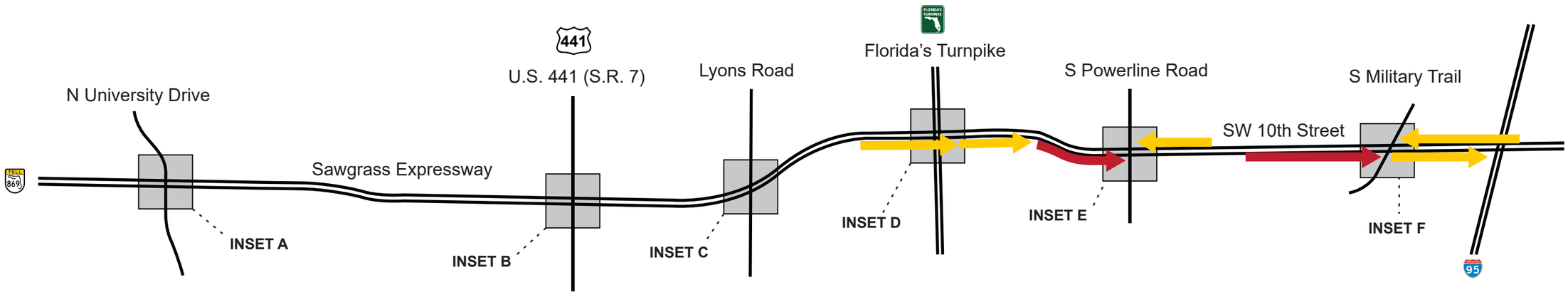
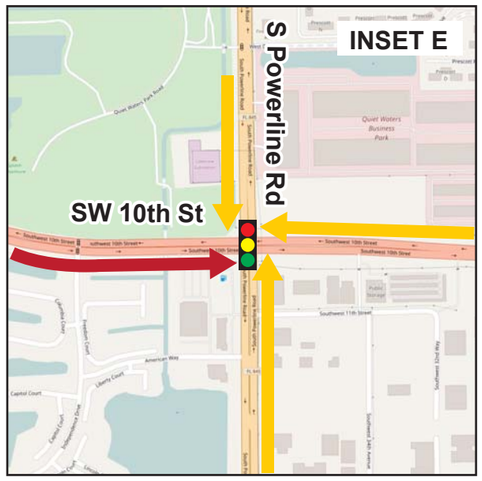
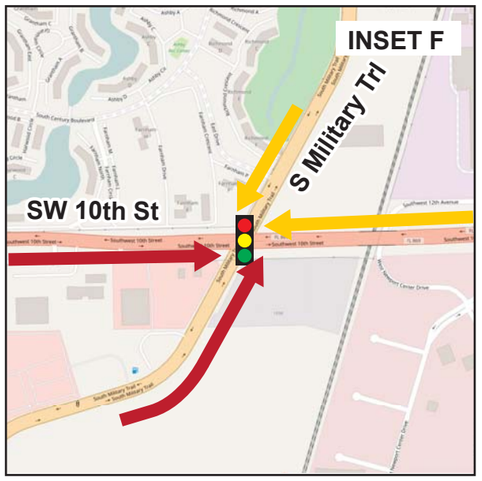








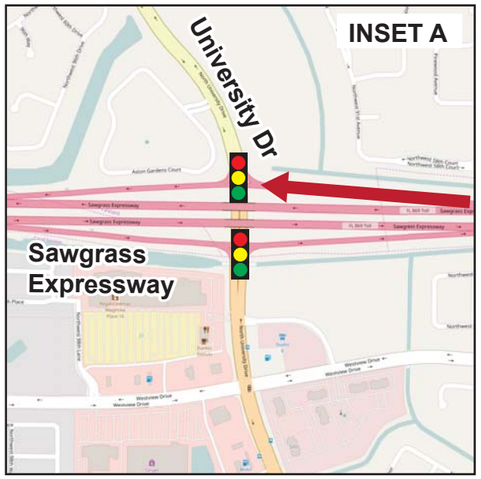


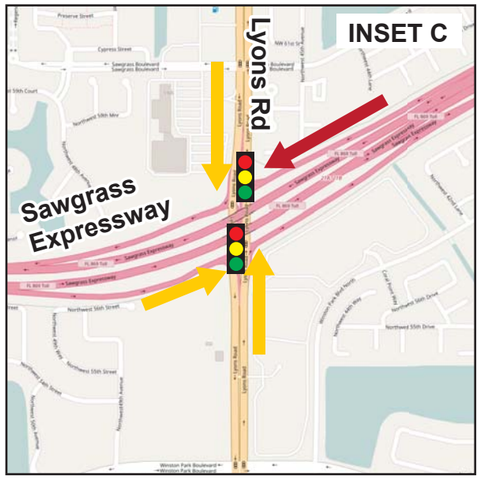


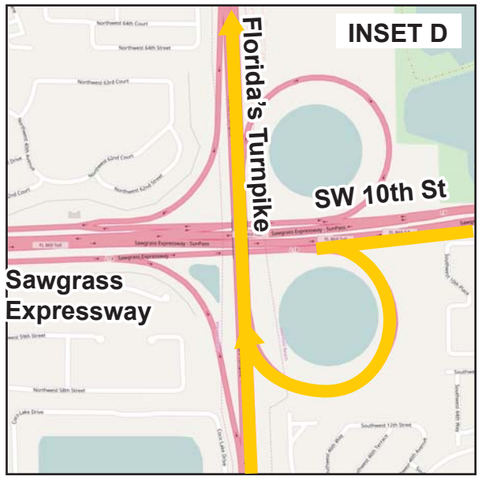
Legend

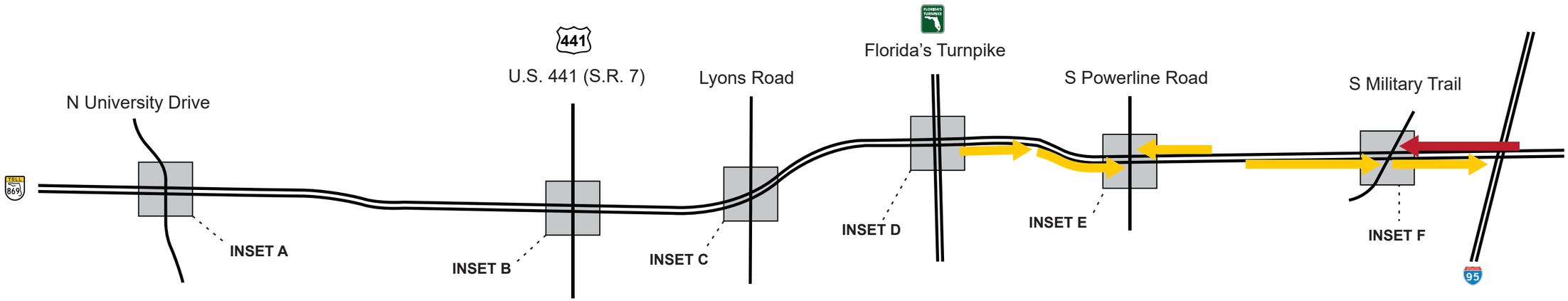
- Severe
- Moderate
- Signalized Intersection

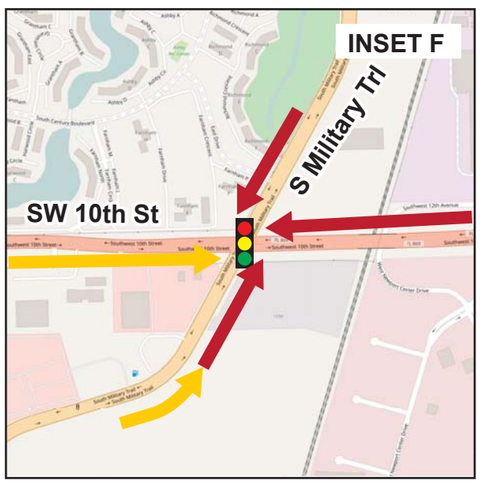
NOT TO SCALE











Legend

- Severe
- Moderate
- Signalized Intersection

2.2.3 Existing Travel Time

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

HERE Data

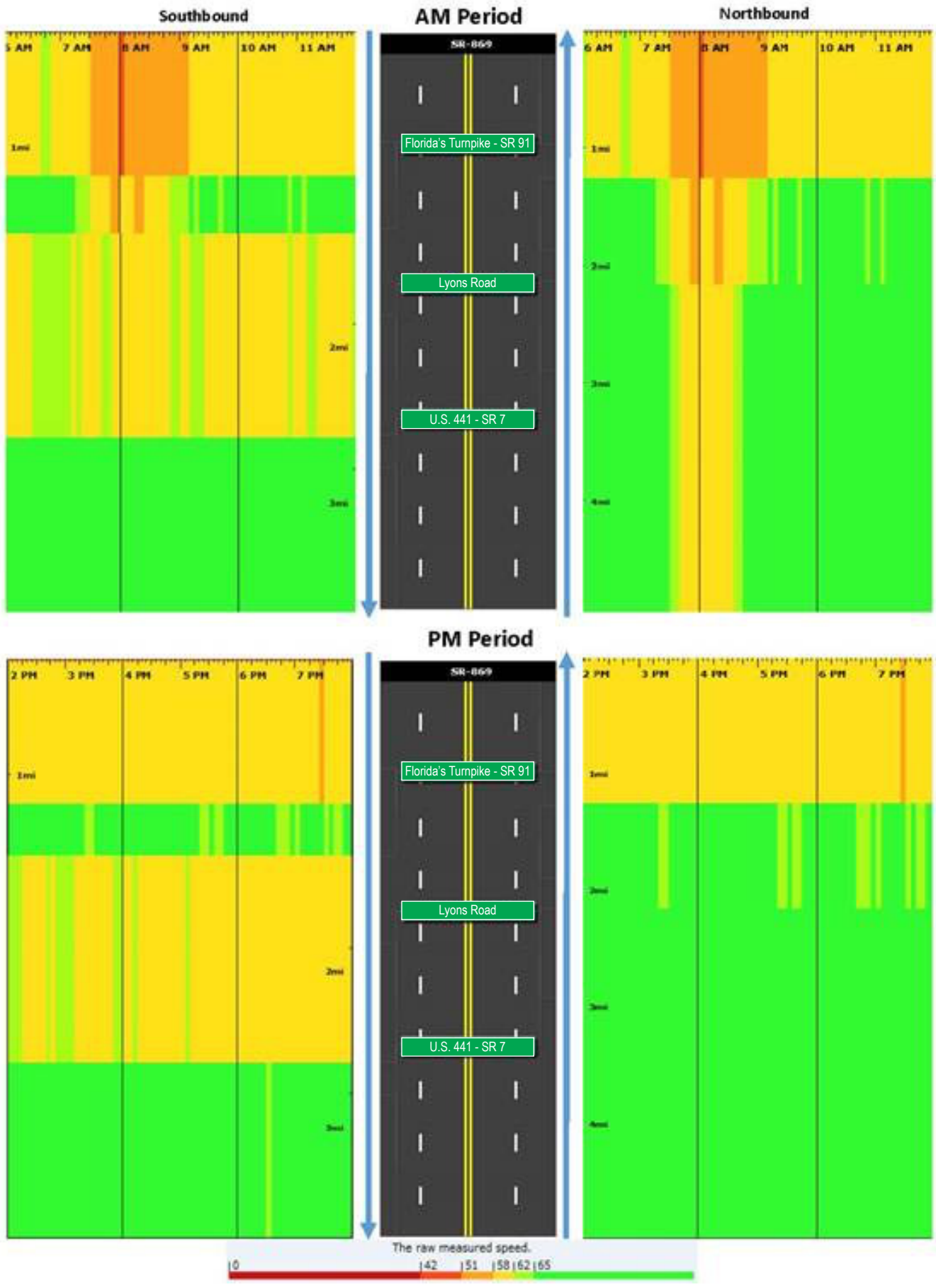
To complement the field-collected travel time runs, commercial travel speed data were used to develop graphical representation of degrees of congestion and travel speeds in the form of congestion scans. The data were supplied by HERE, formerly Nokia/Navteq, which acquires continuous roadway travel speeds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

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

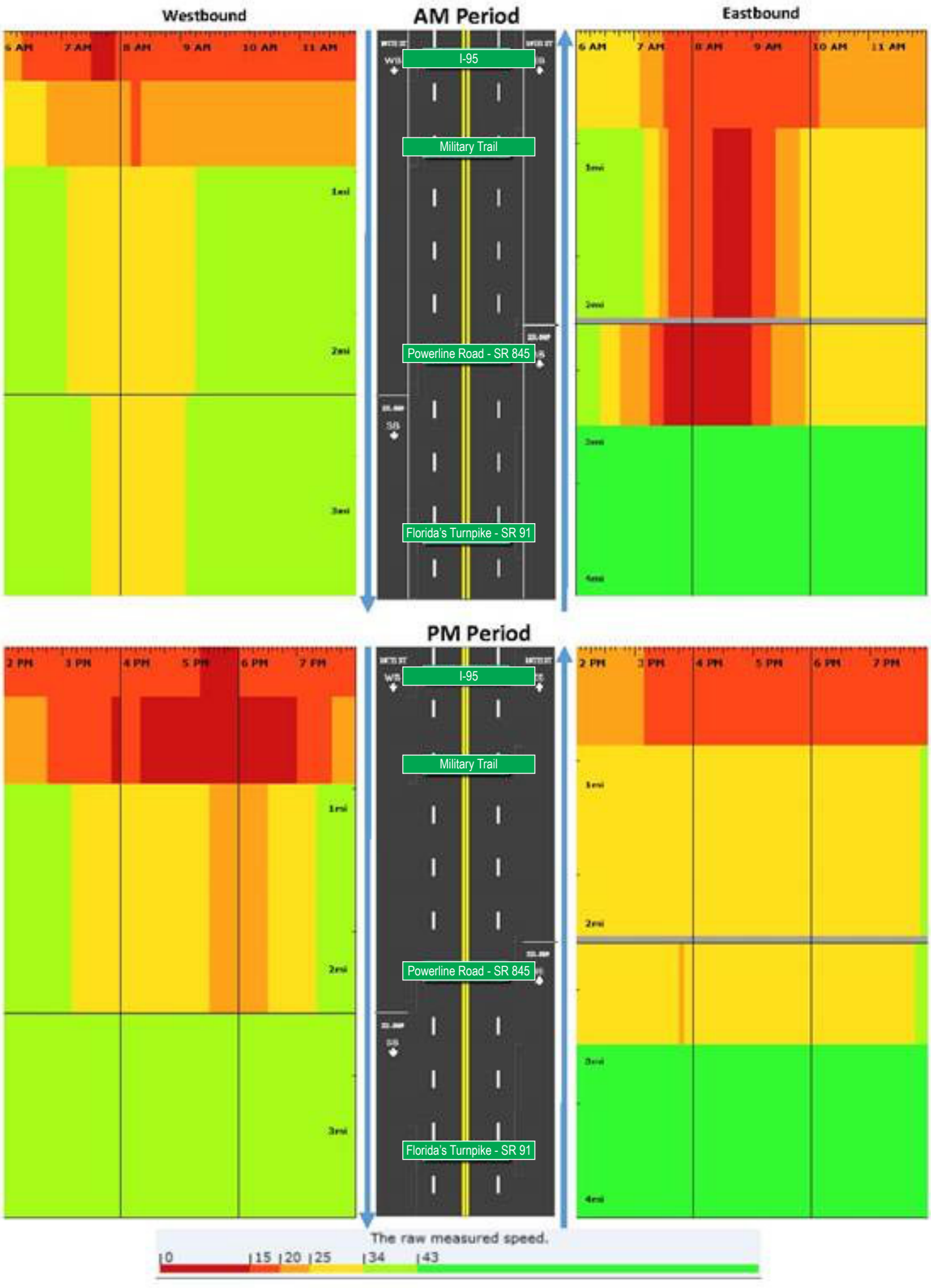
Sawgrass Expressway has posted speed limits of 65 mph and the collector-distributer road/ramps east of Lyons Road are posted 45 mph. SW 10th Street is posted 45 mph. The posted speed for the Turnpike Mainline and I-95 is 65 mph.

Results indicate:

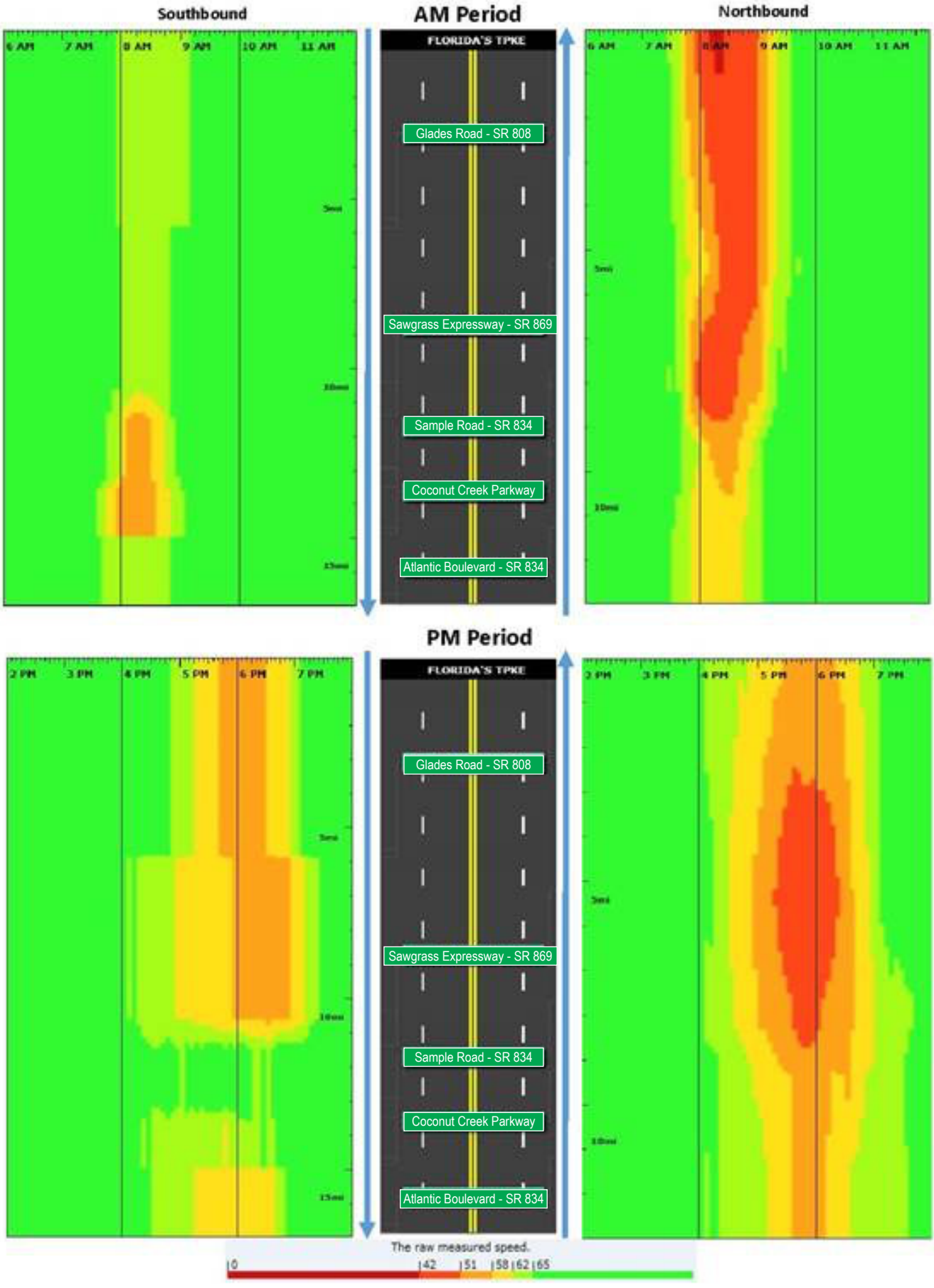
- Sawgrass Expressway traffic flows near the posted speed limit.
- SW 10th Street is congested near I-95, most notably in the AM peak period approaching I-95.
- Florida's Turnpike congestion occurs mostly in the northbound direction, especially in the AM peak period.
- I-95 is congested in both peak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



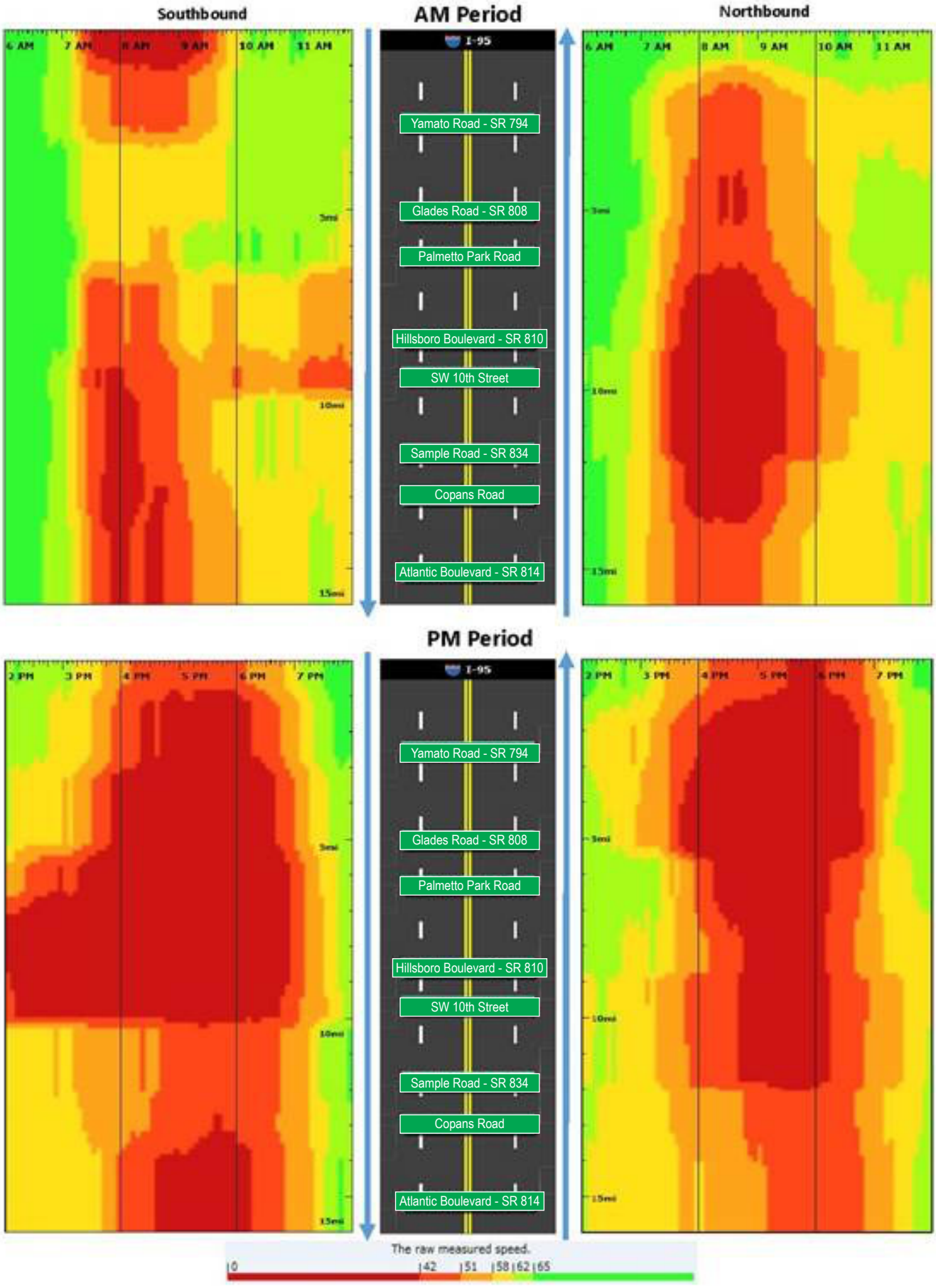
FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) Congestion Scan	Figure 2.5	FLORIDA'S TURNPIKE



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



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



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

Field-Collected Data

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

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

Table 2.1
Average Field-Collected Speed Summary

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

Chart 2.5
Sawgrass Expressway AM Speed Chart – Eastbound/Northbound

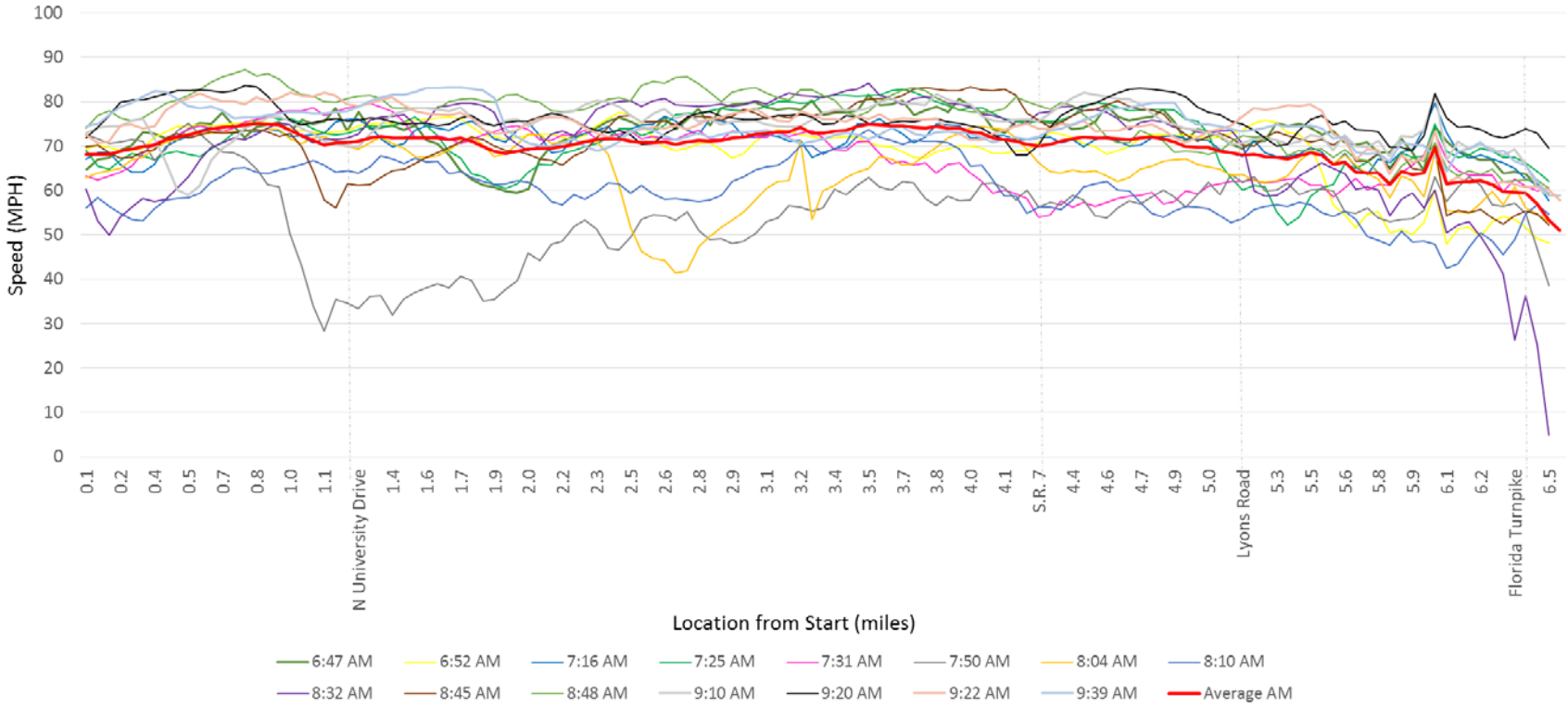


Chart 2.6
Sawgrass Expressway PM Speed Chart – Eastbound/Northbound

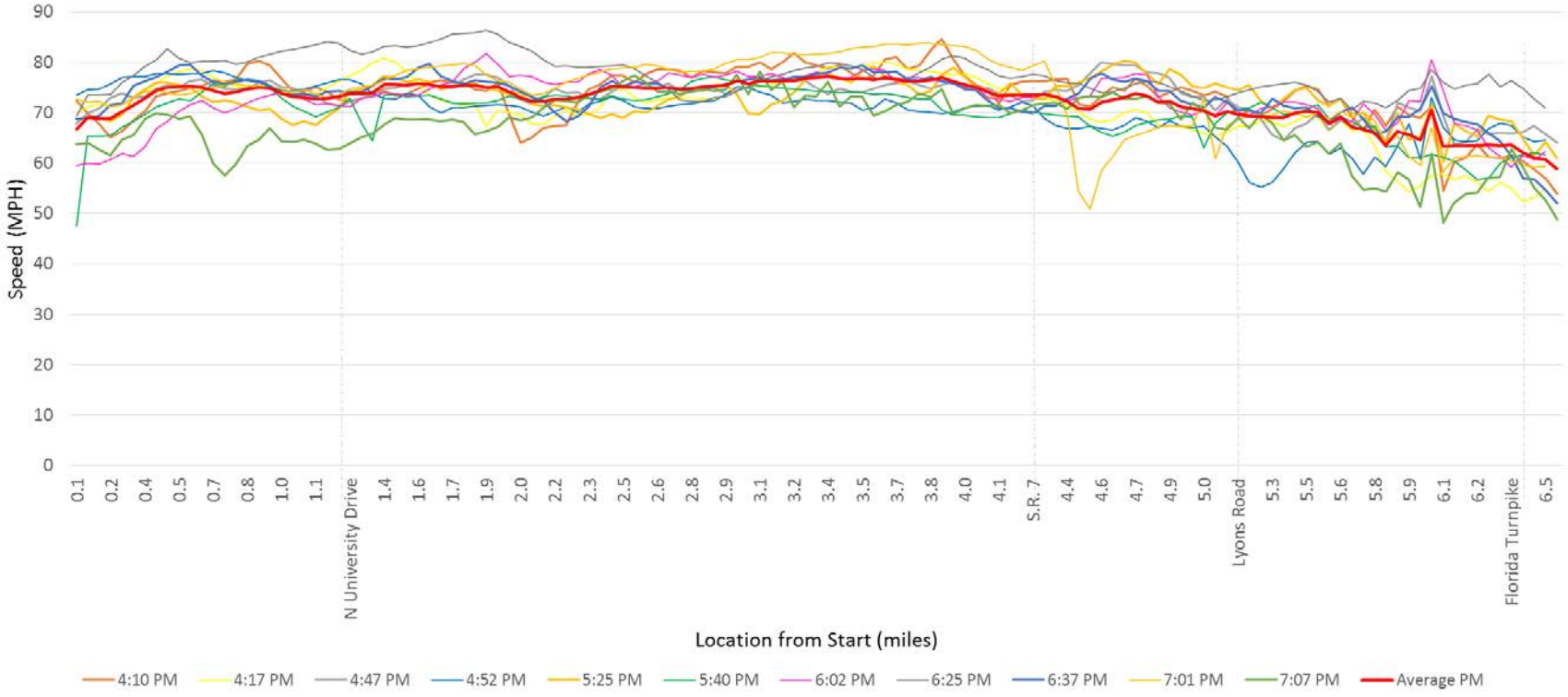


Chart 2.7
Sawgrass Expressway AM Speed Chart – Westbound/Southbound

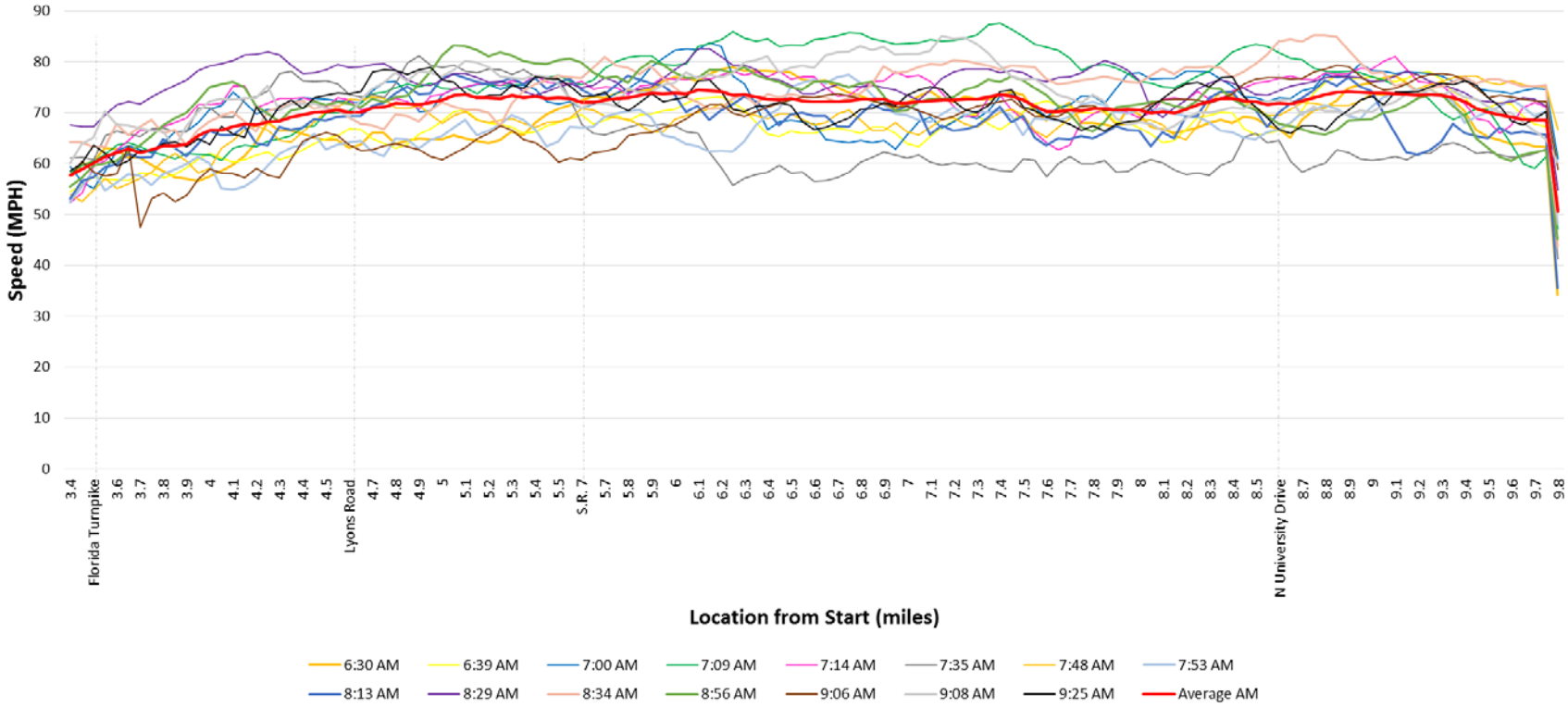


Chart 2.8
Sawgrass Expressway PM Speed Chart – Westbound/Southbound

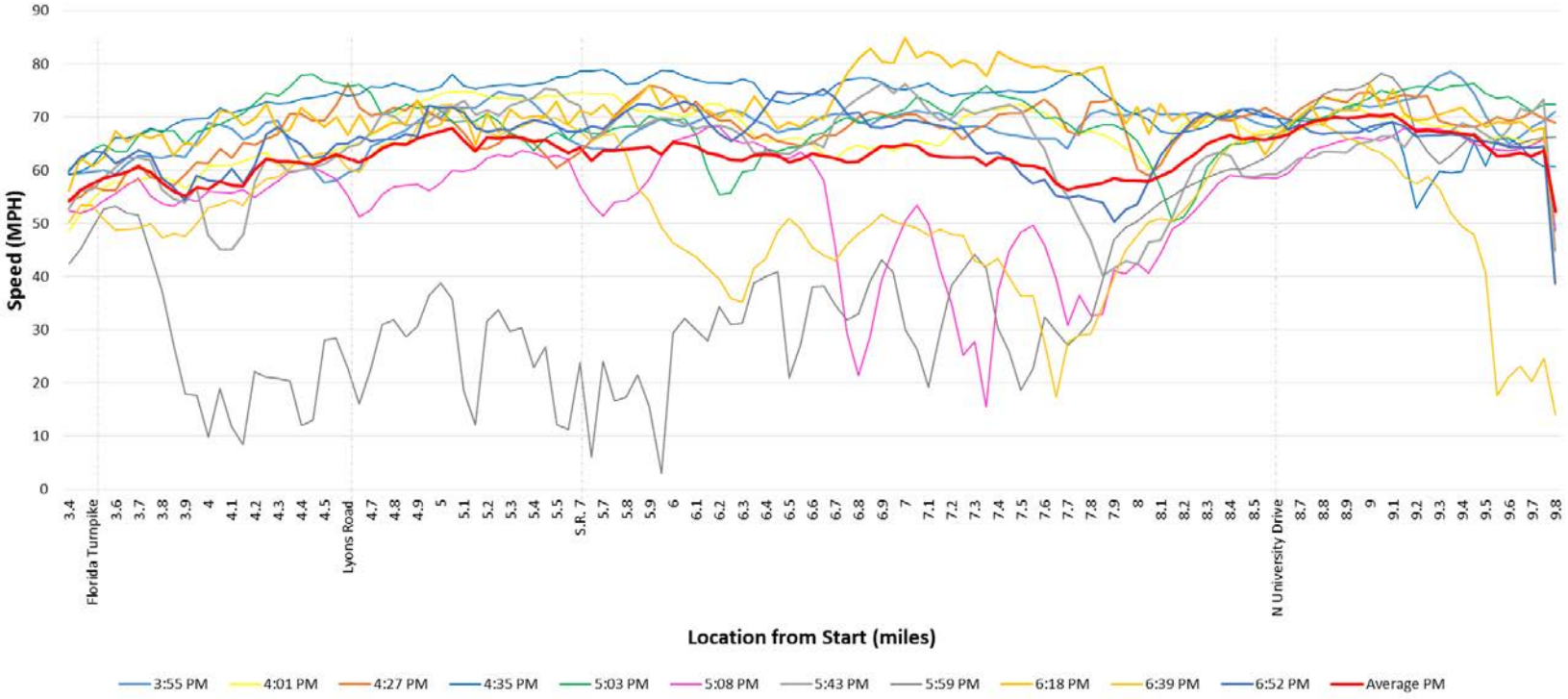


Chart 2.9
SW 10th Street AM Speed Chart – Eastbound

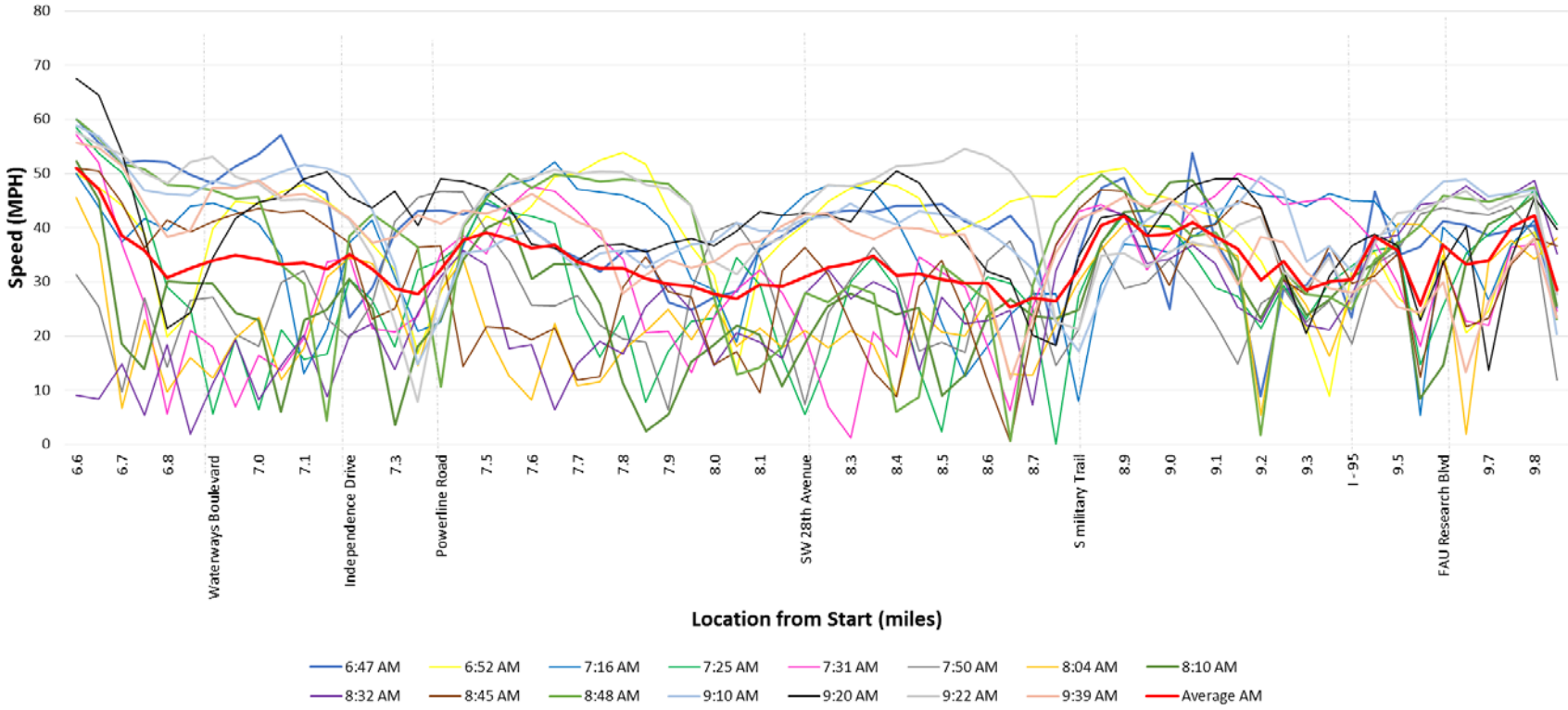


Chart 2.10
SW 10th Street PM Speed Chart – Eastbound

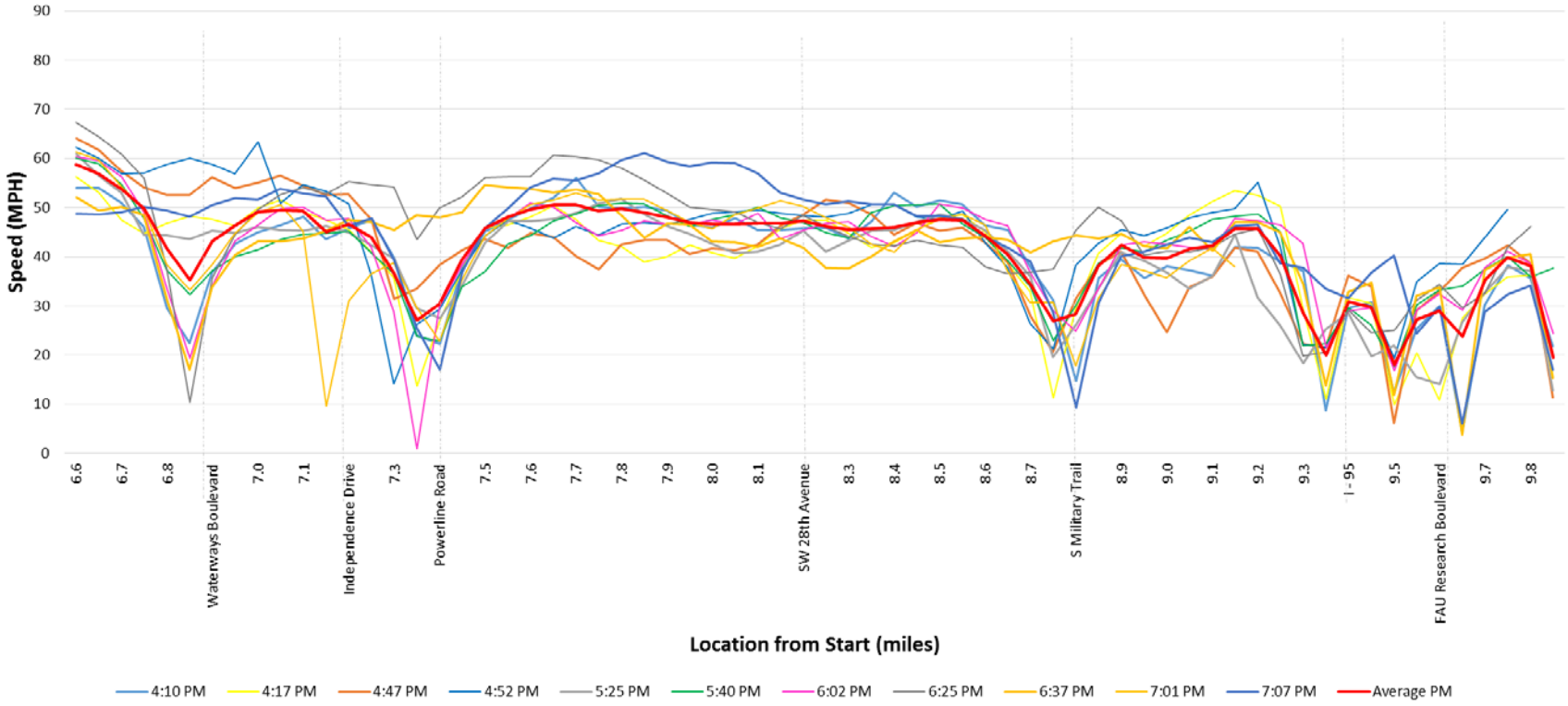


Chart 2.11
SW 10th Street AM Speed Chart – Westbound

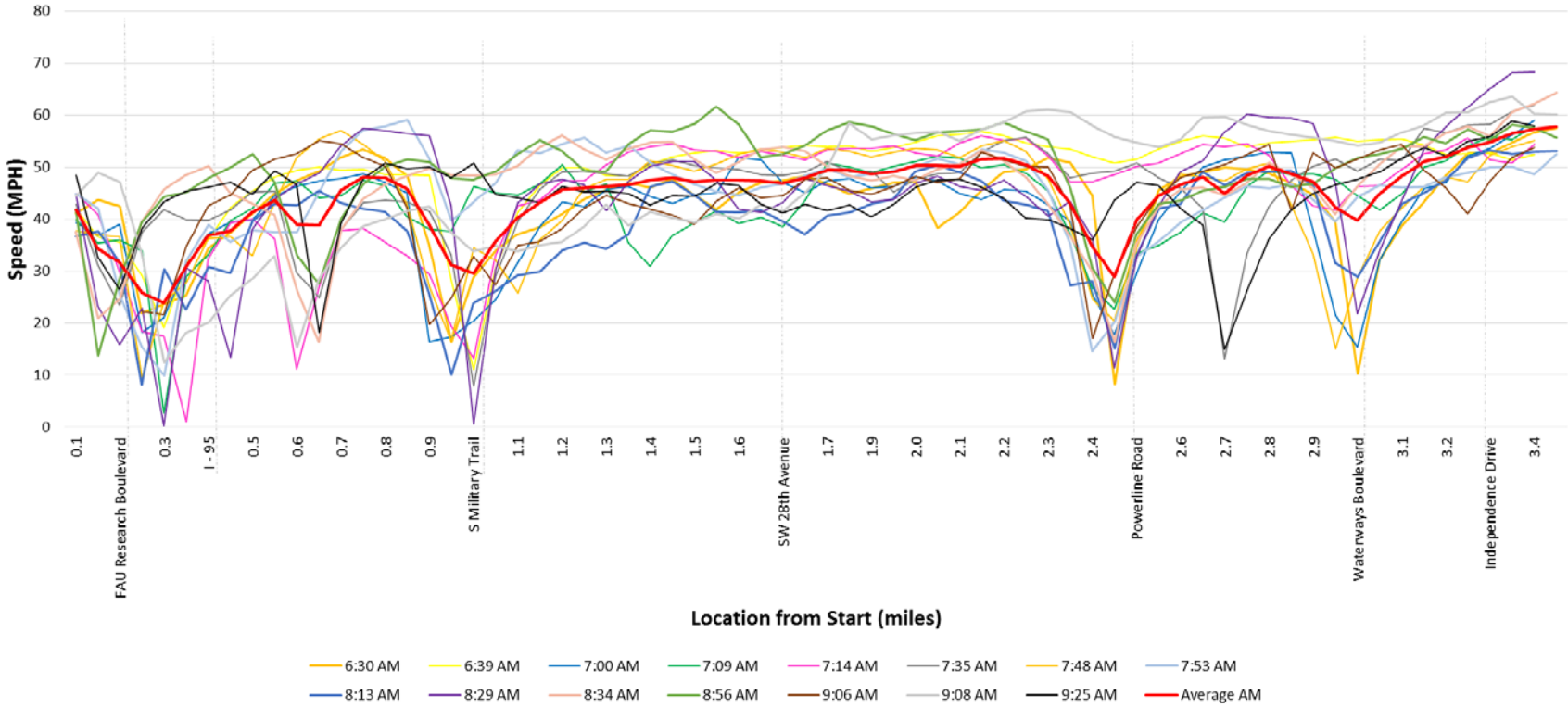


Chart 2.12
SW 10th Street PM Speed Chart – Westbound

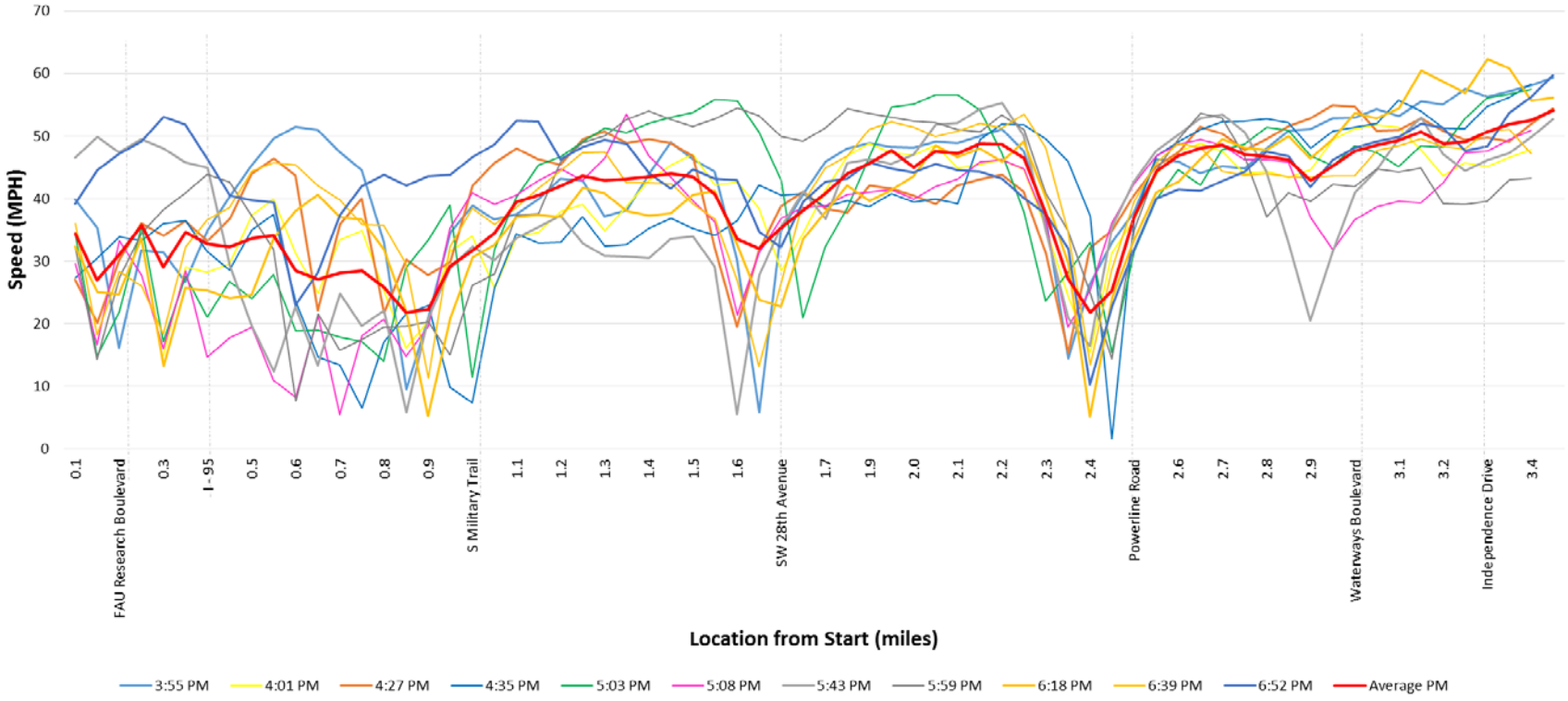


Chart 2.13
Florida's Turnpike AM Speed Chart – Northbound

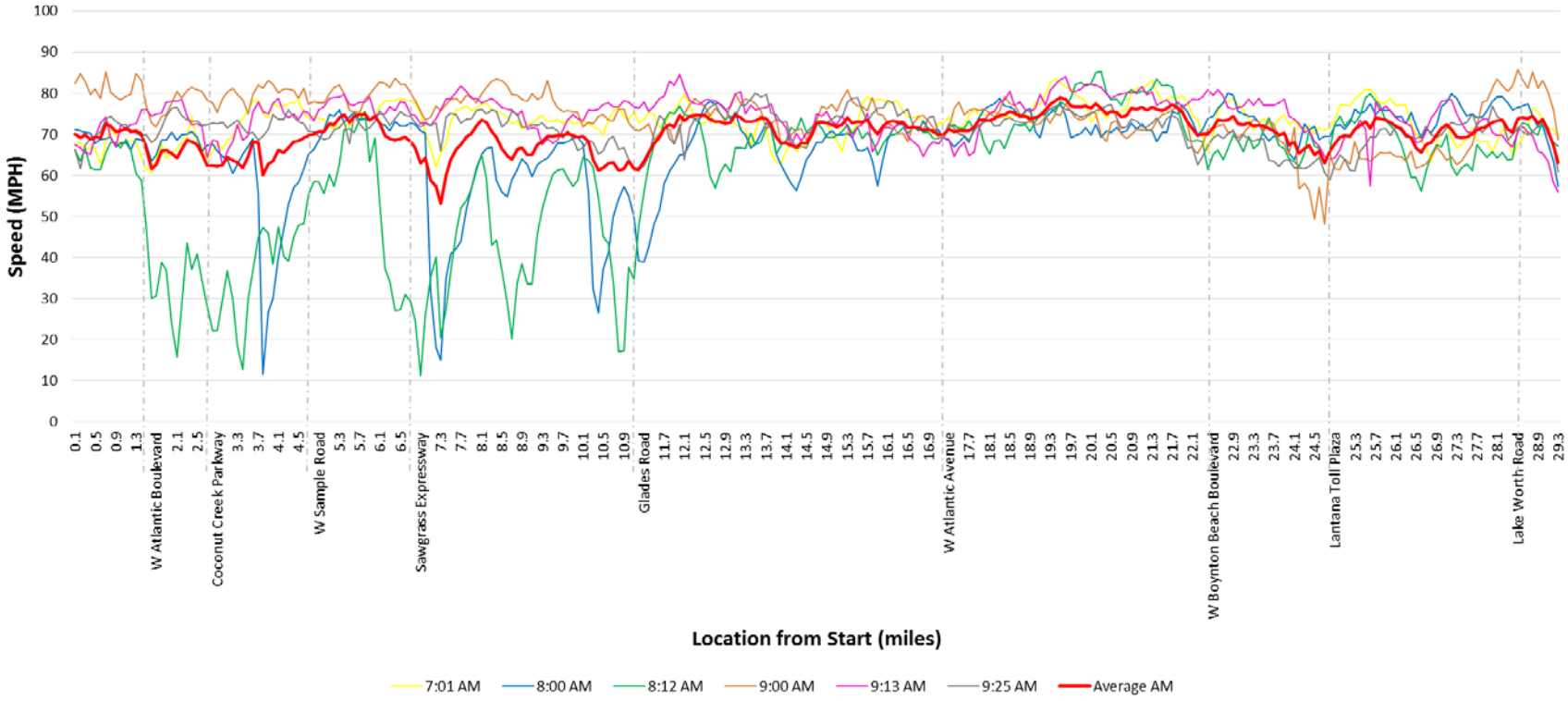


Chart 2.14
Florida's Turnpike PM Speed Chart – Northbound

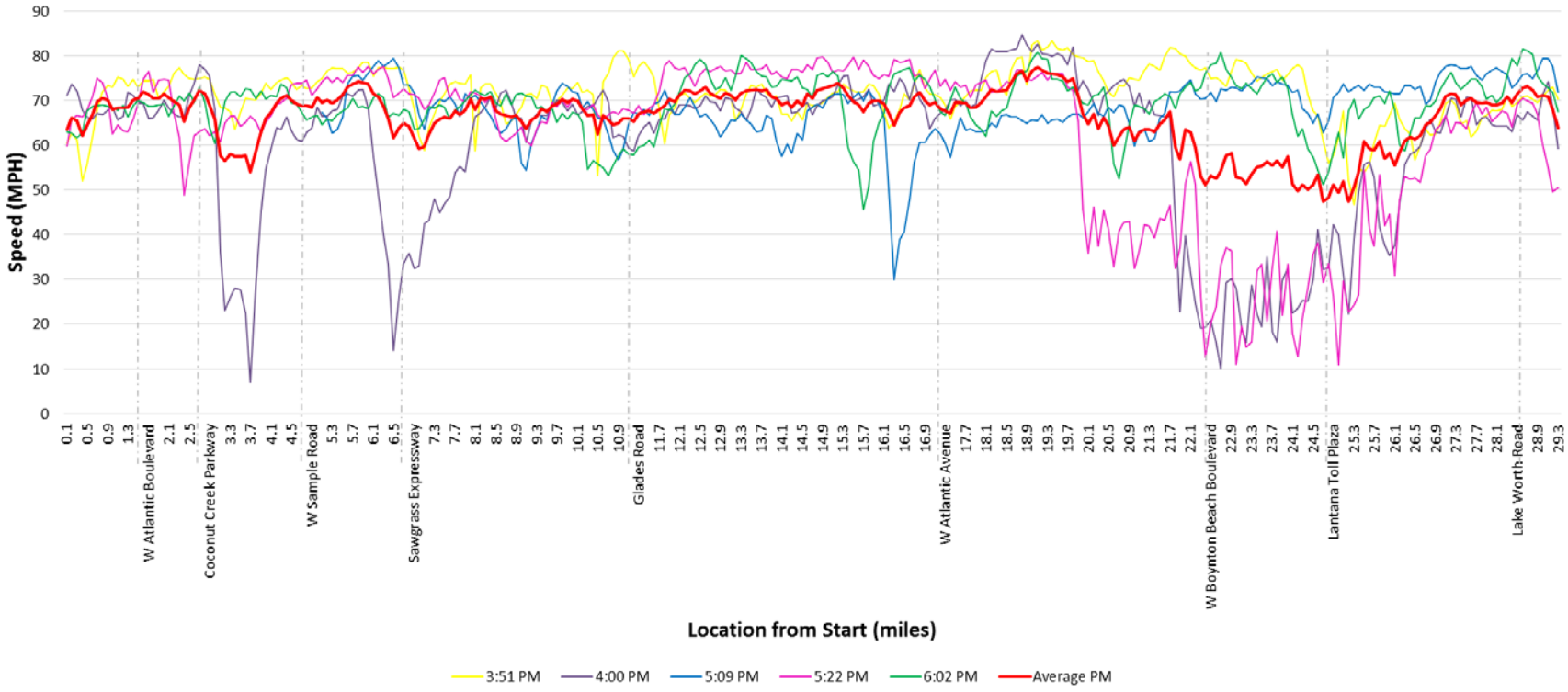


Chart 2.15
Florida's Turnpike AM Speed Chart – Southbound

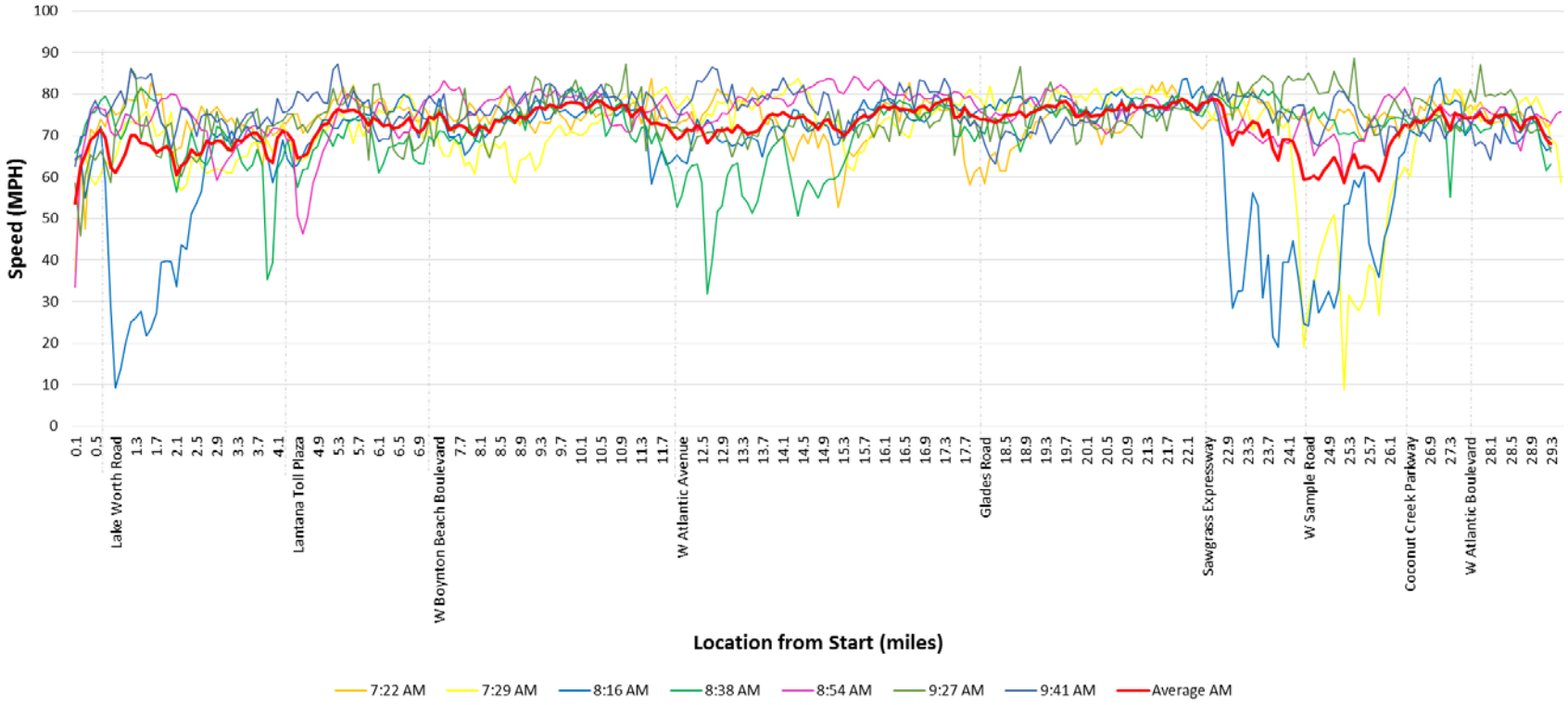


Chart 2.16
Florida's Turnpike PM Speed Chart – Southbound

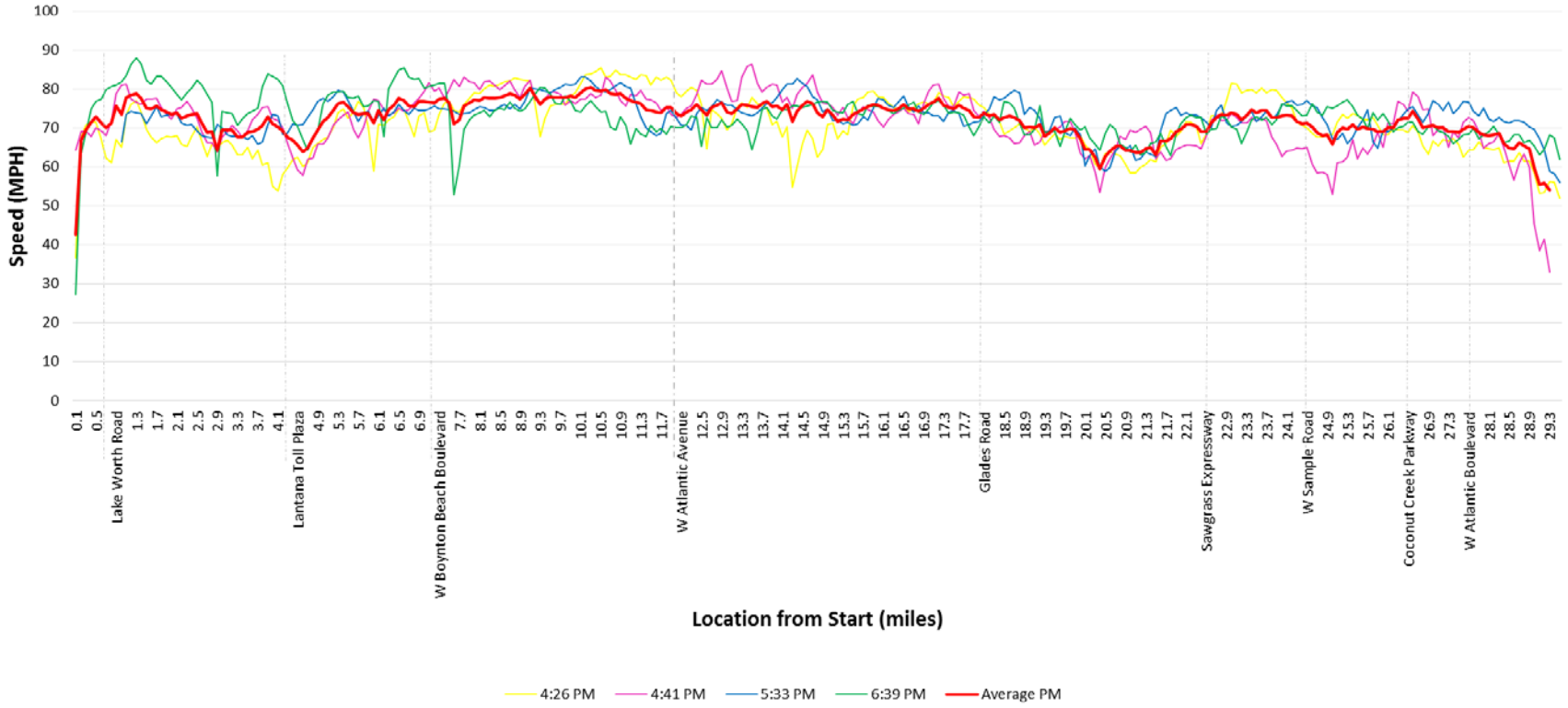


Chart 2.17
I-95 AM Speed Chart – Northbound

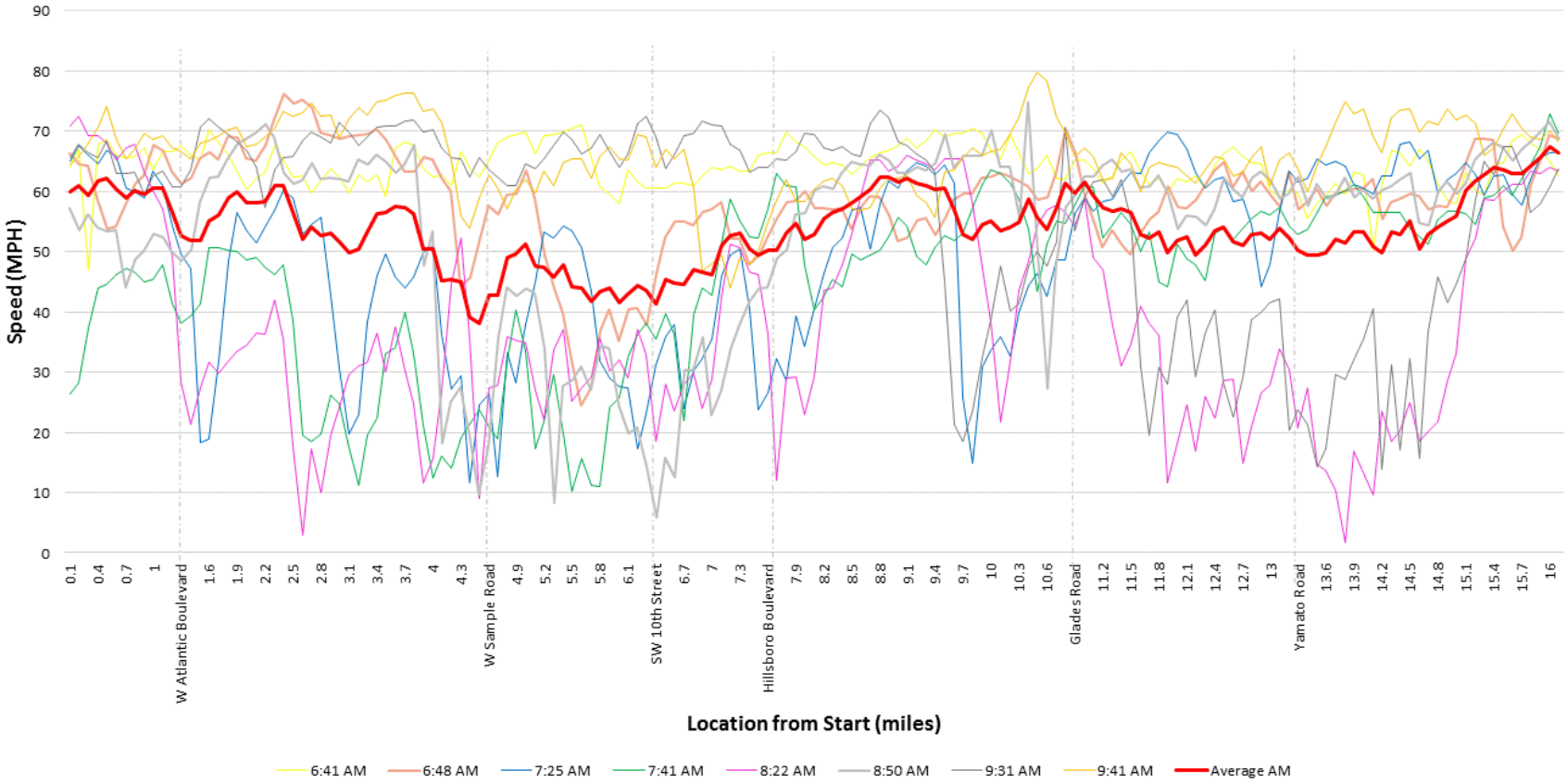


Chart 2.18
I-95 PM Speed Chart – Northbound

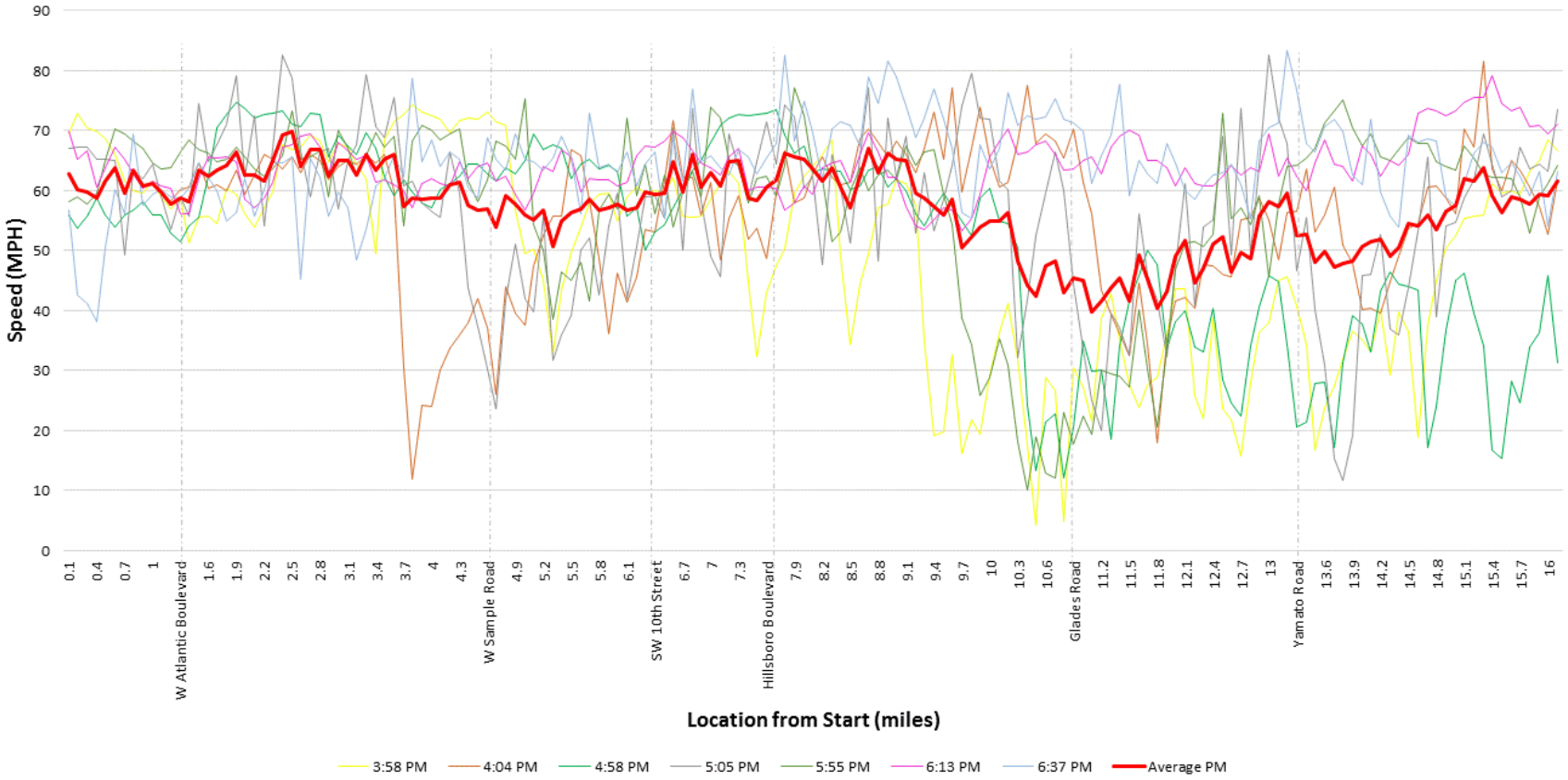


Chart 2.19
I-95 AM Speed Chart – Southbound

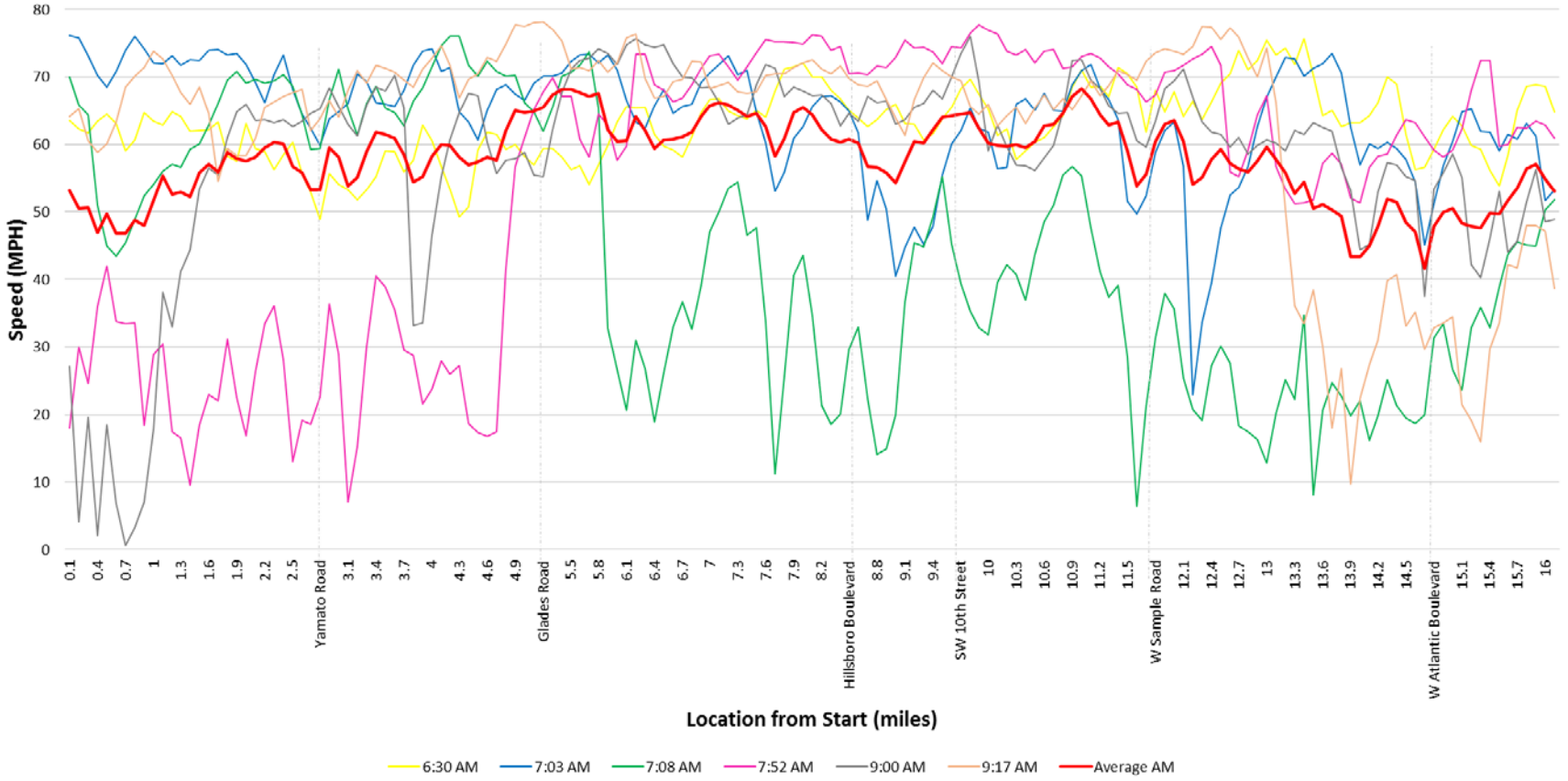
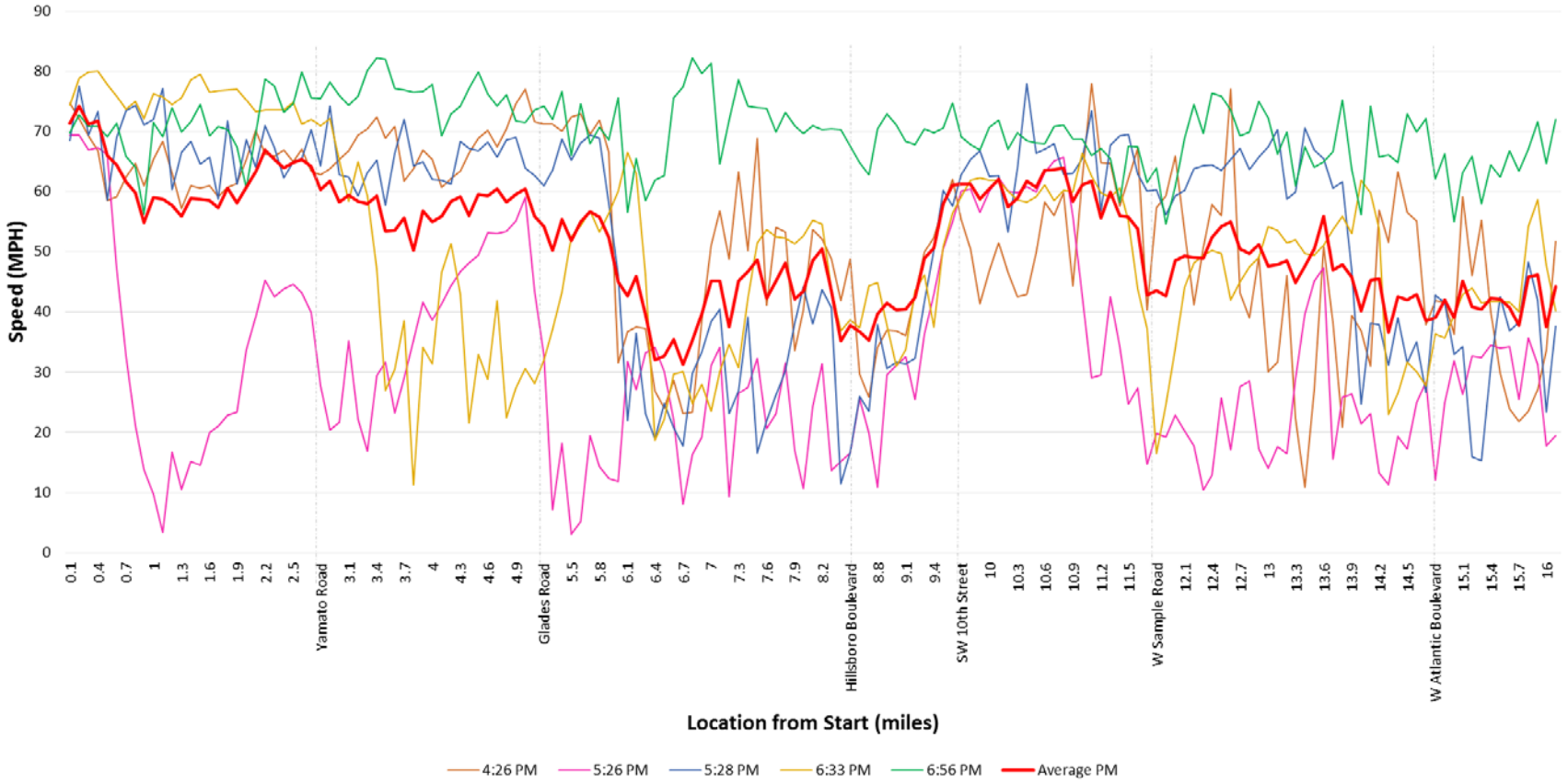


Chart 2.20
I-95 PM Speed Chart – Southbound



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

Table 2.2
Existing Travel Time Summary

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

Results indicate:

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

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

2.2.4 Bluetooth Origin-Destination

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

Florida's Turnpike

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

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

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

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

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

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

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

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

FDOT District 4

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

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

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

2.3 CORRIDOR TRAFFIC

2.3.1 Annual Average Daily Traffic

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

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

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

= Eastbound Through Trips = Westbound Through Trips

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

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

= Eastbound Through Trips = Westbound Through Trips

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

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

= Eastbound Through Trips = Westbound Through Trips

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

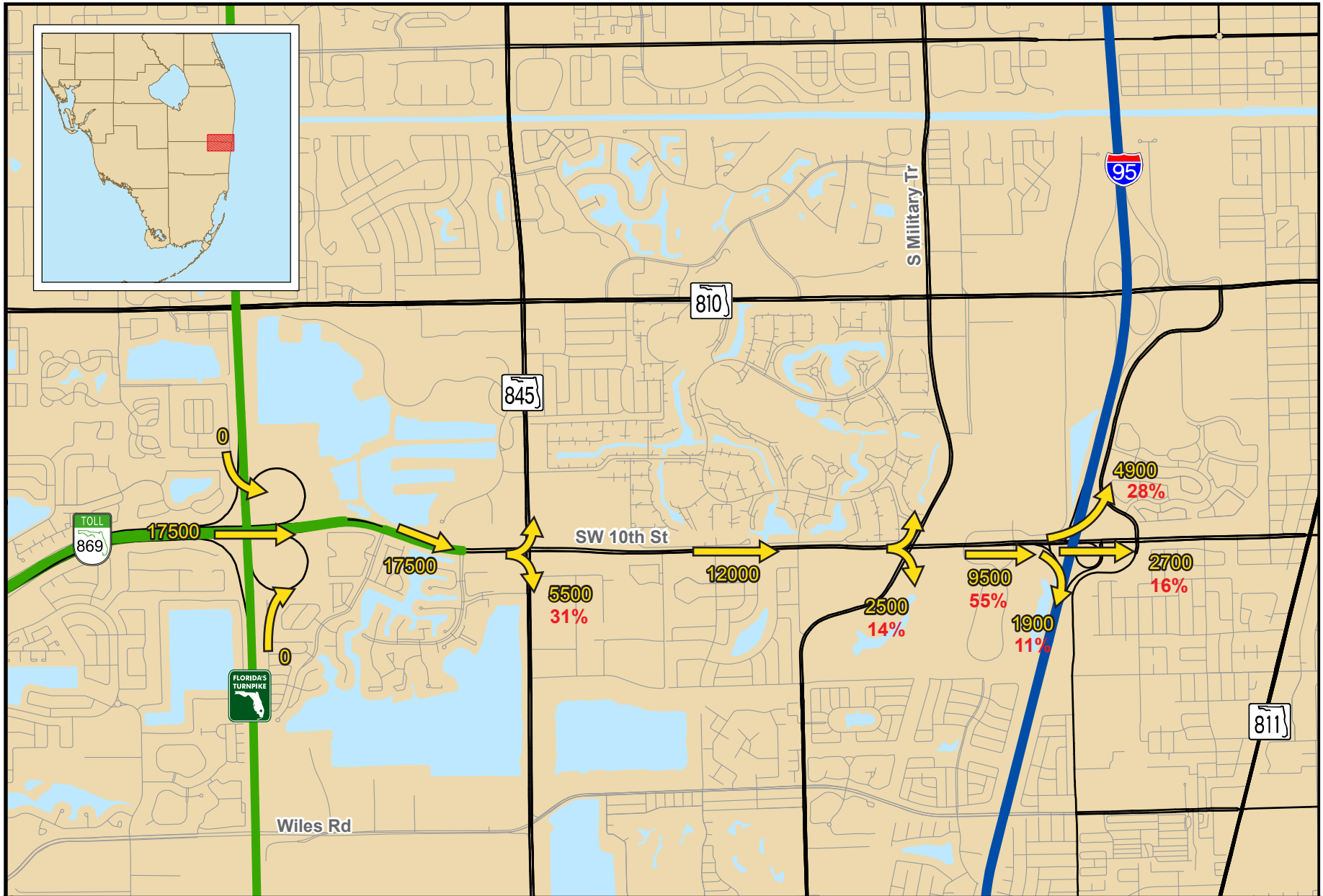
Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	0	0	0	0	0	0	0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

= Eastbound Through Trips = Westbound Through Trips

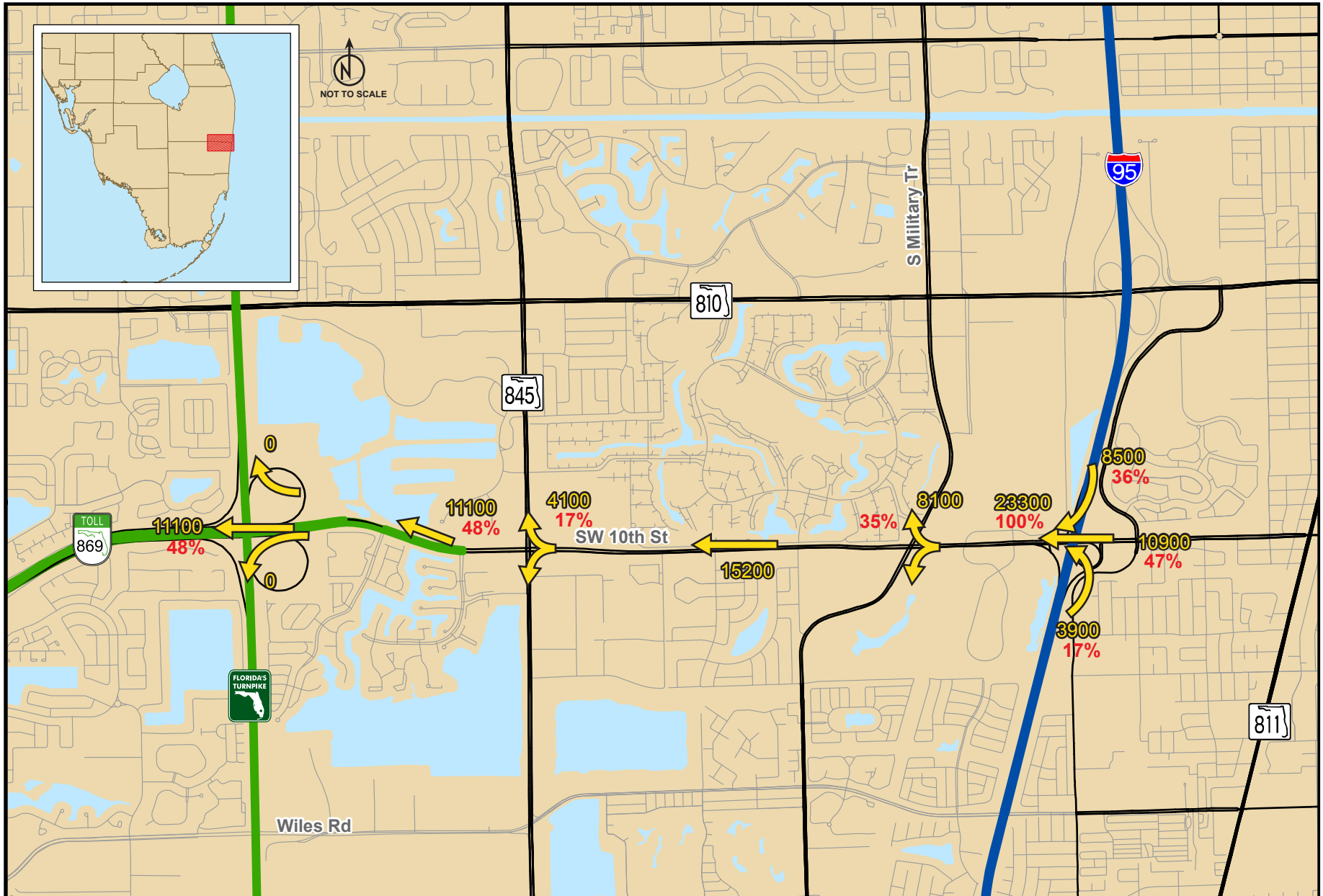
Table 2.7
SW 10th Street Express Lanes Eligible Trips – Overnight Period

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

= Eastbound Through Trips = Westbound Through Trips



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



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

NOT TO SCALE

Glades Rd (S.R. 808)

Matchline A

To SW 10th St

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Sample Rd (S.R. 834)

Coconut Creek Pkwy (S.R. 812)

Atlantic Blvd (S.R. 814)

Hillsboro Blvd (S.R. 810)

Powerline Rd (S.R. 845)

SW 28th Ave

S Military Trl

E Newport Center Dr

SW 10th St

FAU Research Park Rd

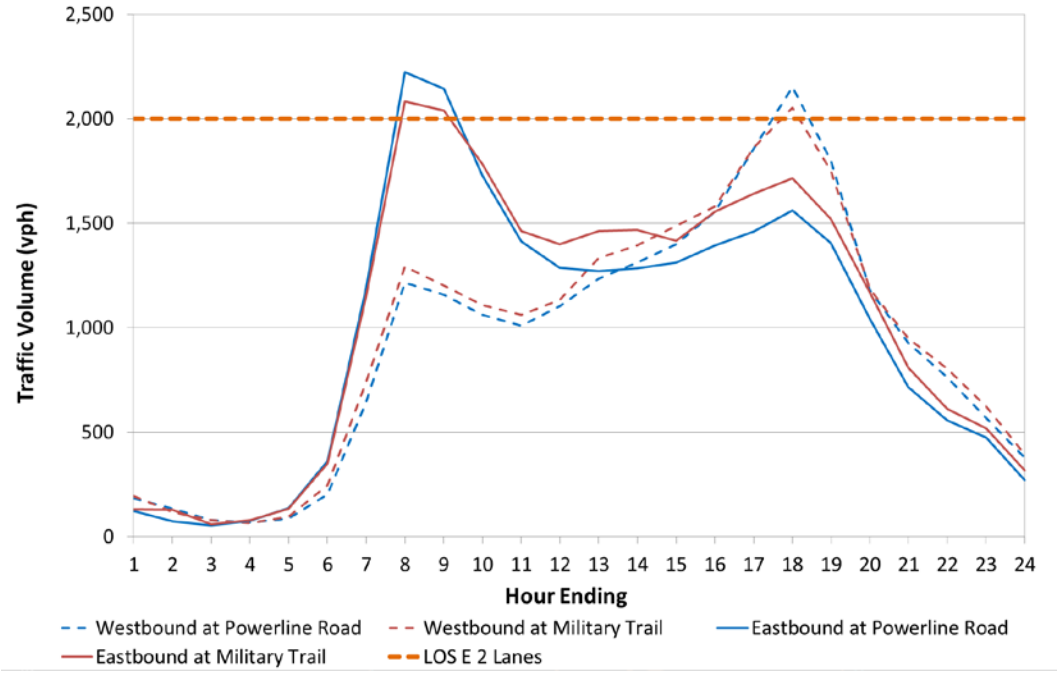
Signal Controlled
Lane Direction
Lane Volume

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

2.3.2 Traffic Distribution by Direction

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

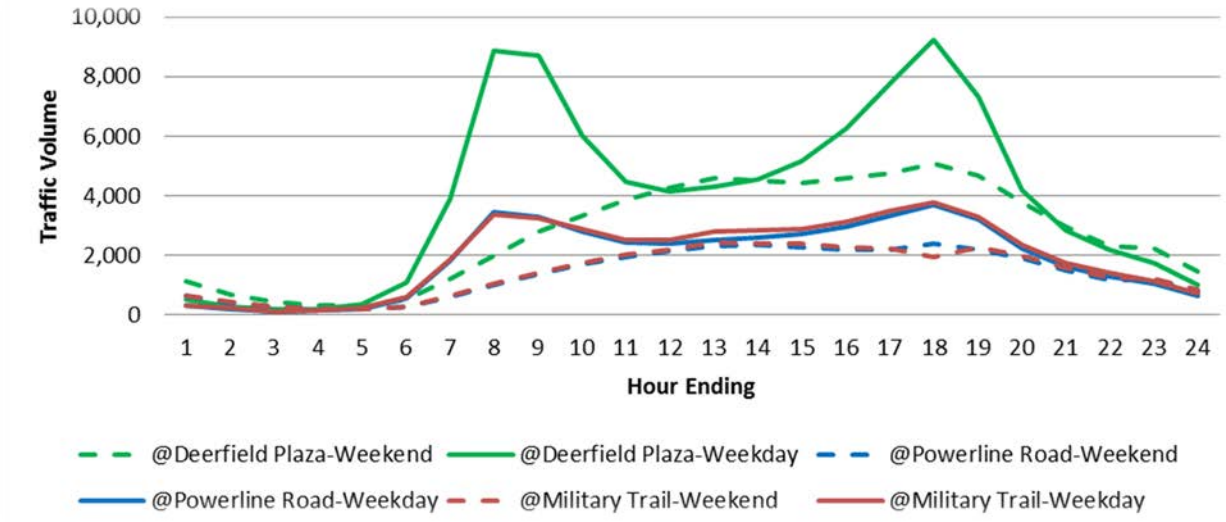
Chart 2.21
SW 10th Street Traffic Distribution



2.3.3 Weekday vs. Weekend Traffic Volumes

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

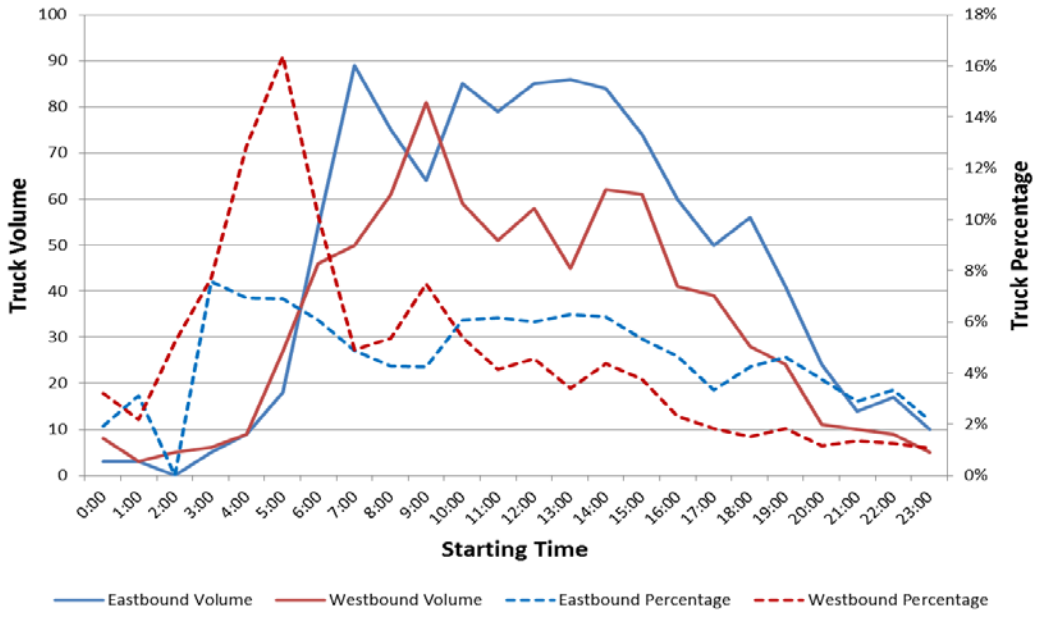
Chart 2.22
SW 10th Street Weekday vs. Weekend Traffic Volumes



2.3.4 Truck Traffic

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

Chart 2.23
SW 10th Street Truck Volume by Direction



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

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

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

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

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

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

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

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

Figure 2.13
Publix Distribution Center – AM and PM Peak Hours

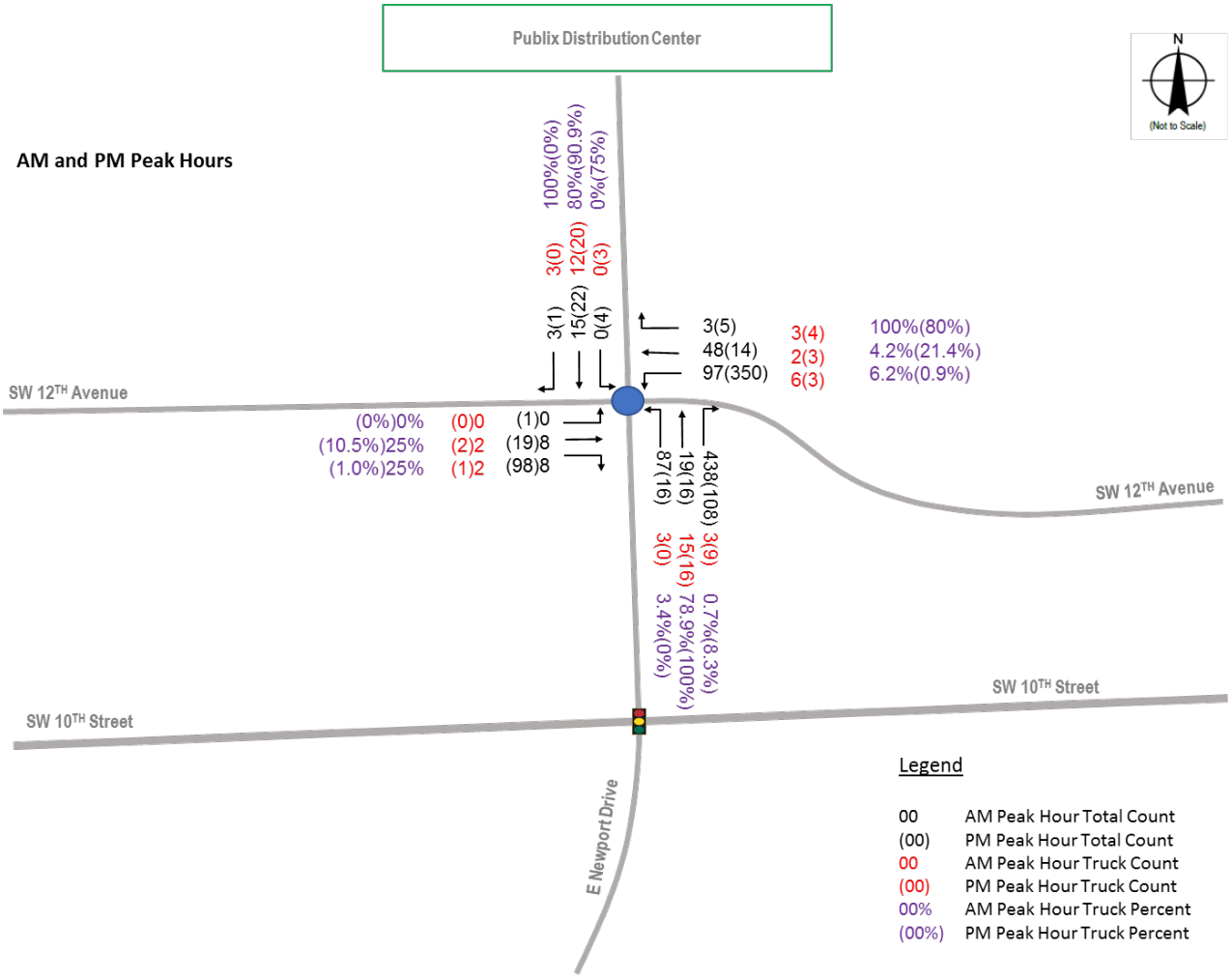
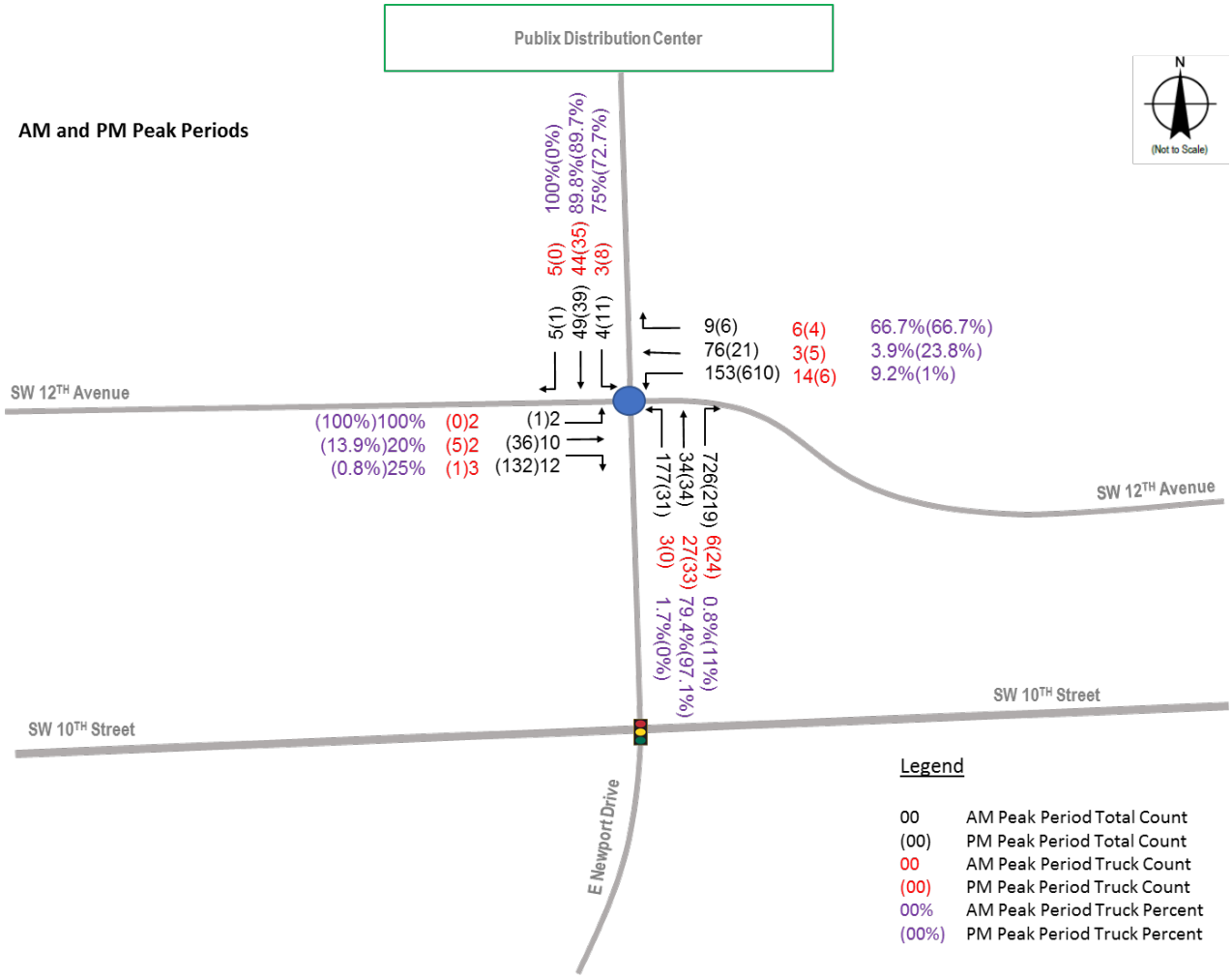


Figure 2.14
Publix Distribution Center – AM and PM Peak Periods



2.4 PEAK PERIOD TRAFFIC

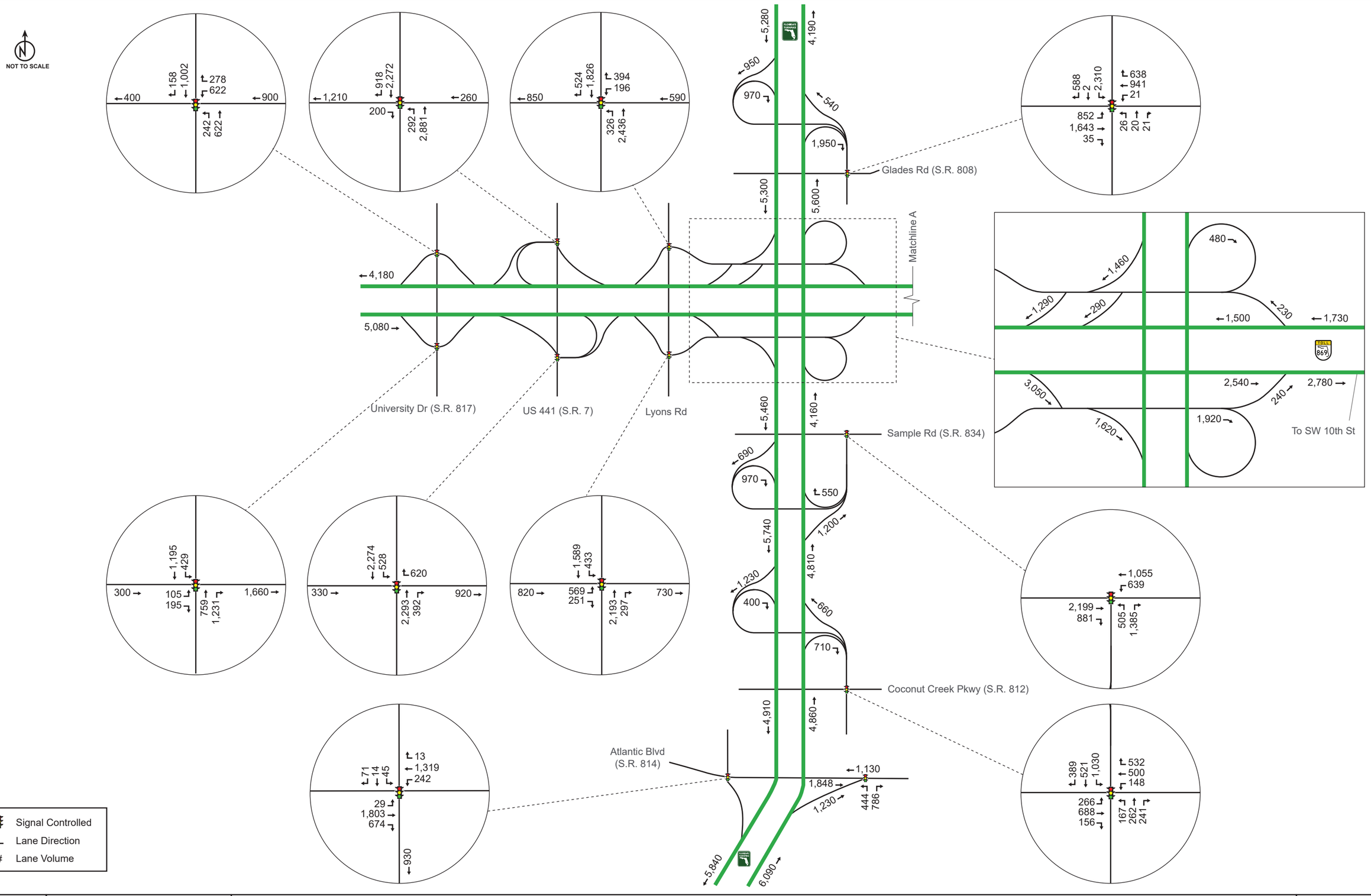
As described in **Section 2.2.1**, peak period turning movement counts were conducted at intersections in the study area and were adjusted. For each intersection, the highest overall volume hour in the AM peak and PM peak periods were used and seasonal factors applied. The volumes were then balanced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

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

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

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

NOT TO SCALE



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

NOT TO SCALE

Matchline A

To SR 869

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway

Quiet Waters Business Park Driveway

East Dr

SW 12th Ave

I-95

SW Natura Park Blvd

SW 10th St

FAU Research Park Rd

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

Driveway

Driveway

E Newport Center Dr

SW 11th St

American Way

Powerline Rd (S.R. 845)

The Lakes at Deerfield Beach Driveway

Horizon Club Driveway

S Military Trl

Signal Controlled

Stop Controlled

Lane Direction

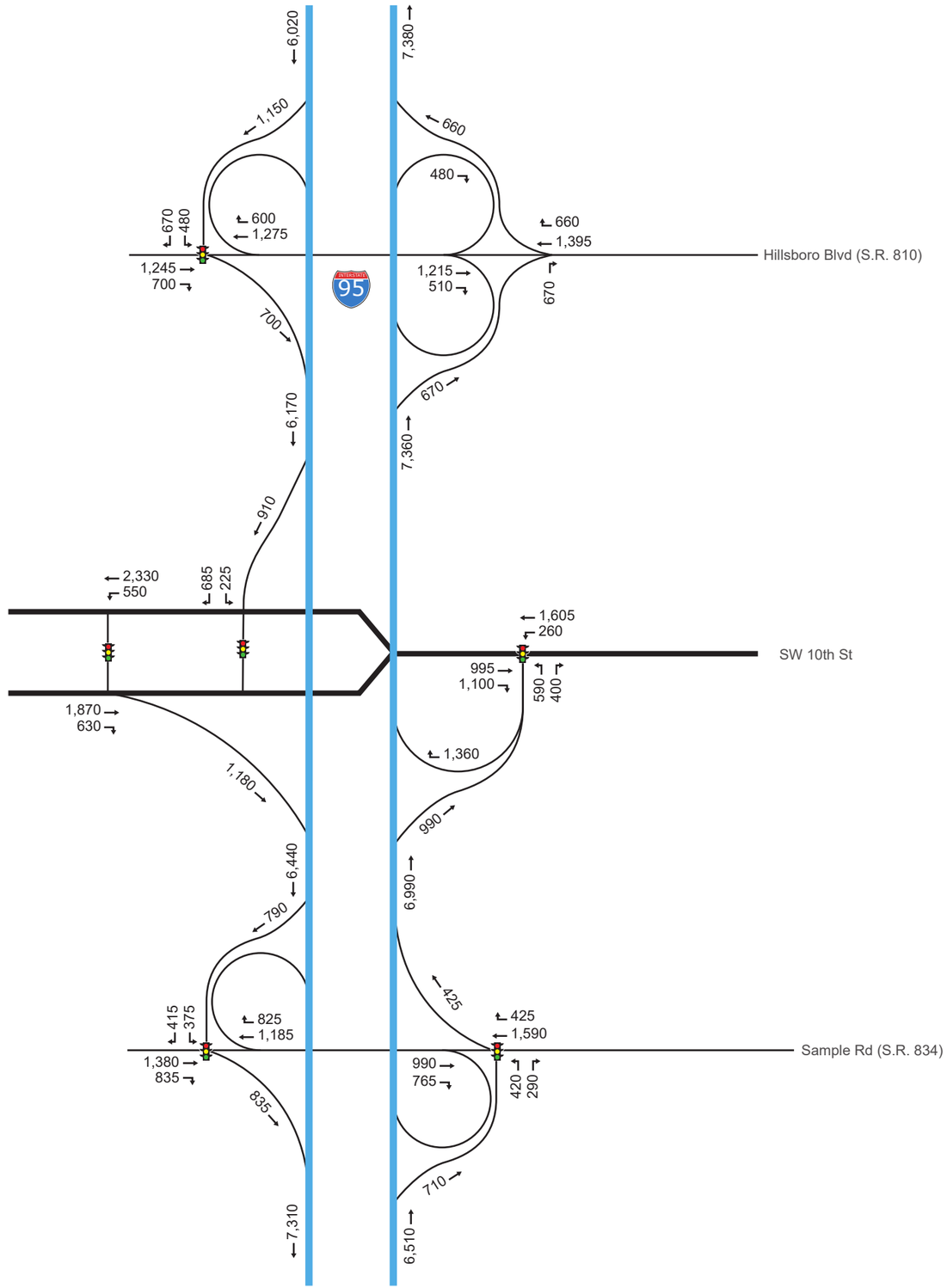
Lane Volume

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

Figure 2.16

Florida's Turnpike

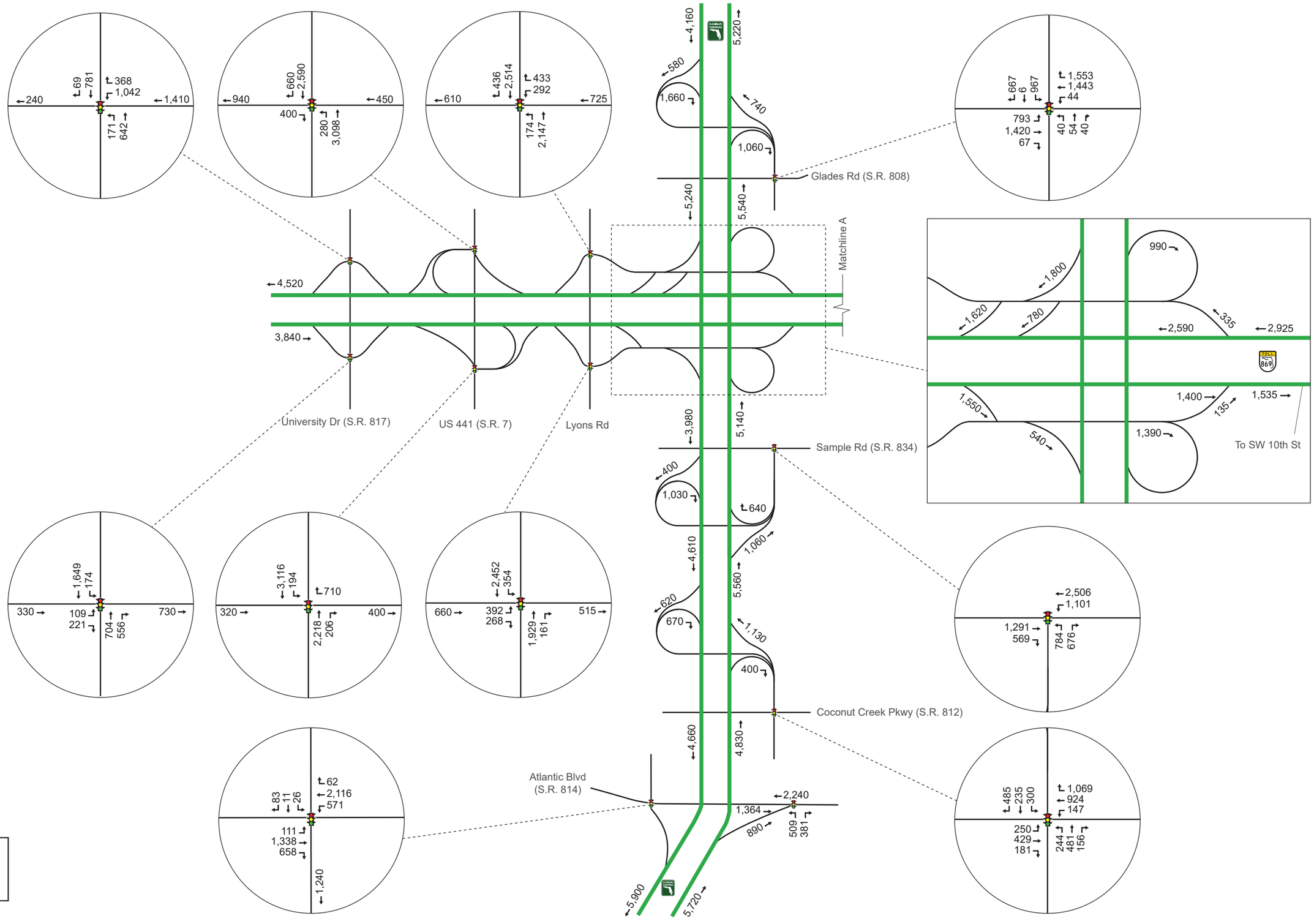
NOT TO SCALE



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

Figure 2.17

NOT TO SCALE



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

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway

Quiet Waters Business Park Driveway

To SR 869

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

Driveway

East Dr

SW 12th Ave

E Newport Center Dr

SW 11th St

American Way

Powerline Rd (S.R. 845)

The Lakes at Deerfield Beach Driveway

Horizon Club Driveway

S Military Trl

I-95

SW Natura Park Blvd

SW 10th St

FAU Research Park Rd

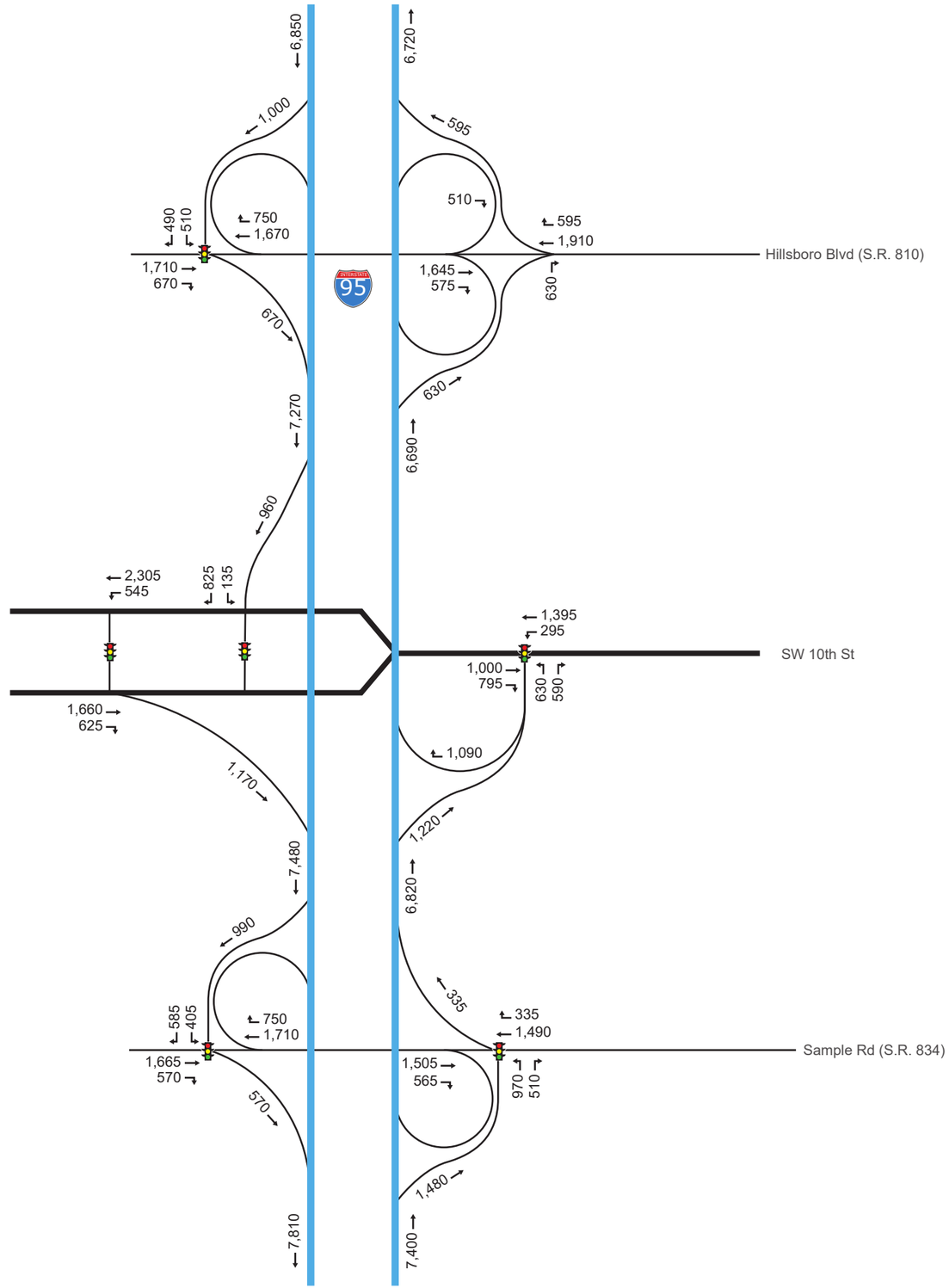
Signal Controlled
Stop Controlled
← Lane Direction
Lane Volume

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

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

Figure 2.19

NOT TO SCALE



Signal Controlled
← Lane Direction
Lane Volume

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

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

Figure 2.20

NOT TO SCALE

TOLL 869

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

Matchline A

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Signal Controlled

Stop Controlled

Lane Direction

FDOT

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

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

Figure 2.21

NOT TO SCALE

West Dr

Quiet Waters
Driveway North

Quiet Waters
Driveway South

Driveway F

Quiet Waters
Business Park
Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled
Stop Controlled
Lane Direction

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

Signal Controlled

Stop Controlled

Lane Direction

3.1 INTERSECTION ANALYSIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.2 STUDY AREA OPERATIONS

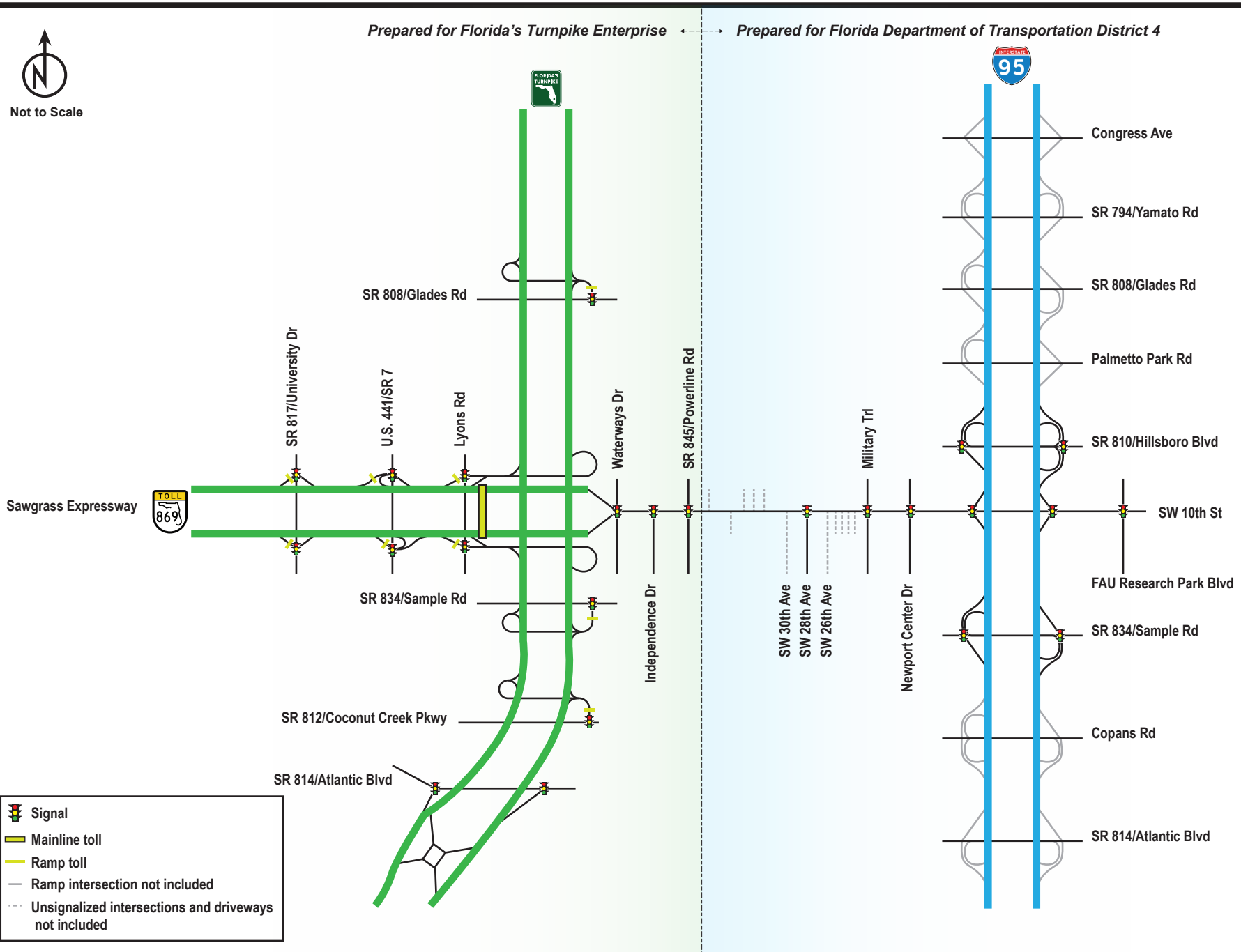
VISSIM microsimulation will be used to provide measures of effectiveness (MOEs) to compare improvement options for SW 10th Street. Therefore, an existing conditions VISSIM model of the study area is under development. The initial task includes reviewing the available data, models, and analysis results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

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

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

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

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



FDOT

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

VISSIM Model Study Area

Figure 3.1

FLORIDA'S TURNPIKE

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

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

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

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

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

4.1 MODEL VALIDATION

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

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

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

Figure 4.1
Subarea Model Network

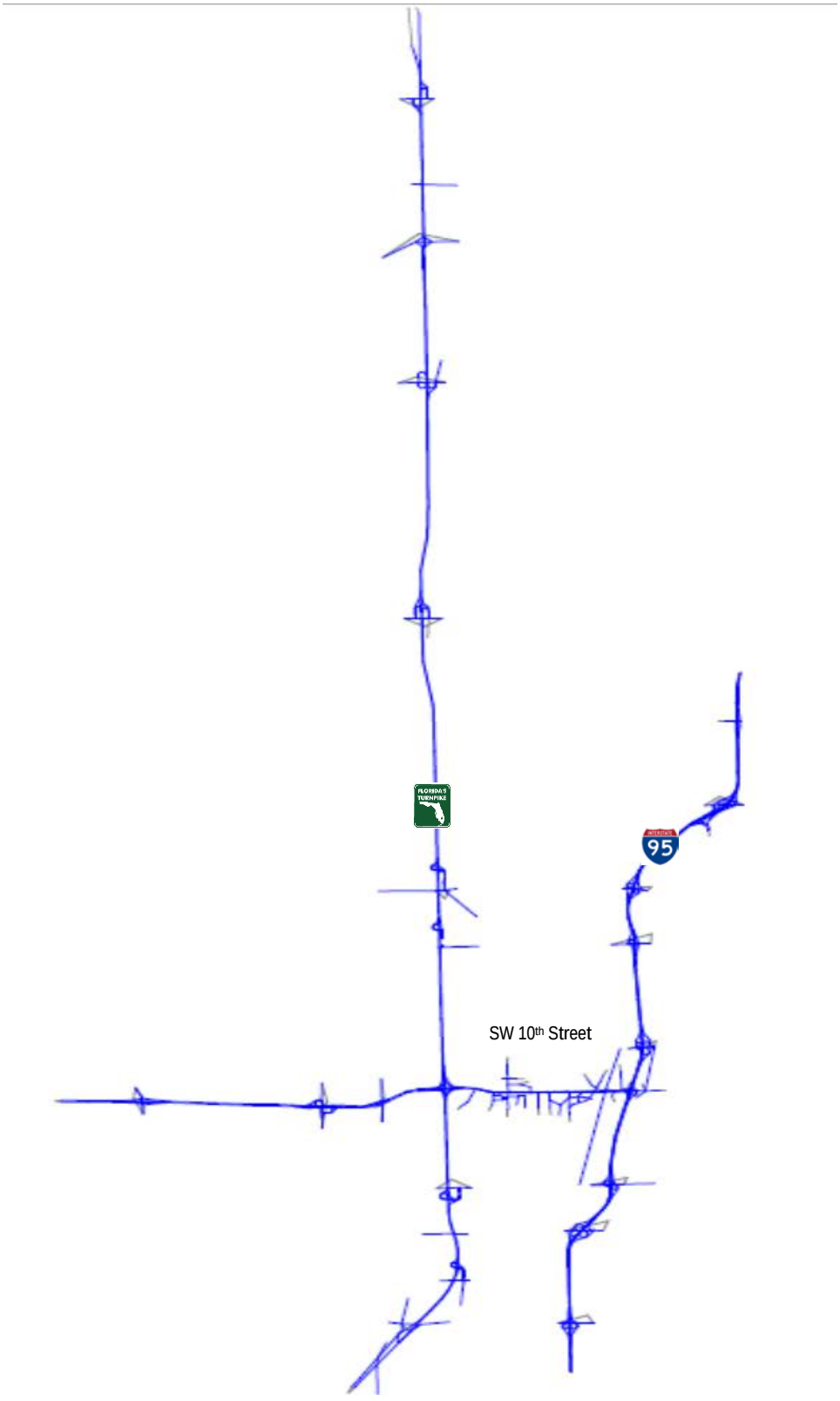


Table 4.1 shows the model performance statistics on a daily level by volume ranges for the three-county region. Since the focus of validation for this project was at the subarea level, the project team did not make significant changes to the model at the regional level. However, the overall volume-to-count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

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

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

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

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

Table 4.2
Volume-to-Count Ratios by Facility Type

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#.## 1.0 < VC ratio < 0.90

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

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

#.## 1.0 < VC ratio < 0.90

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

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

#.## 1.0 < VC ratio < 0.90

4.2 SOCIOECONOMIC DATA

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

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

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

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

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

Existing Land Use

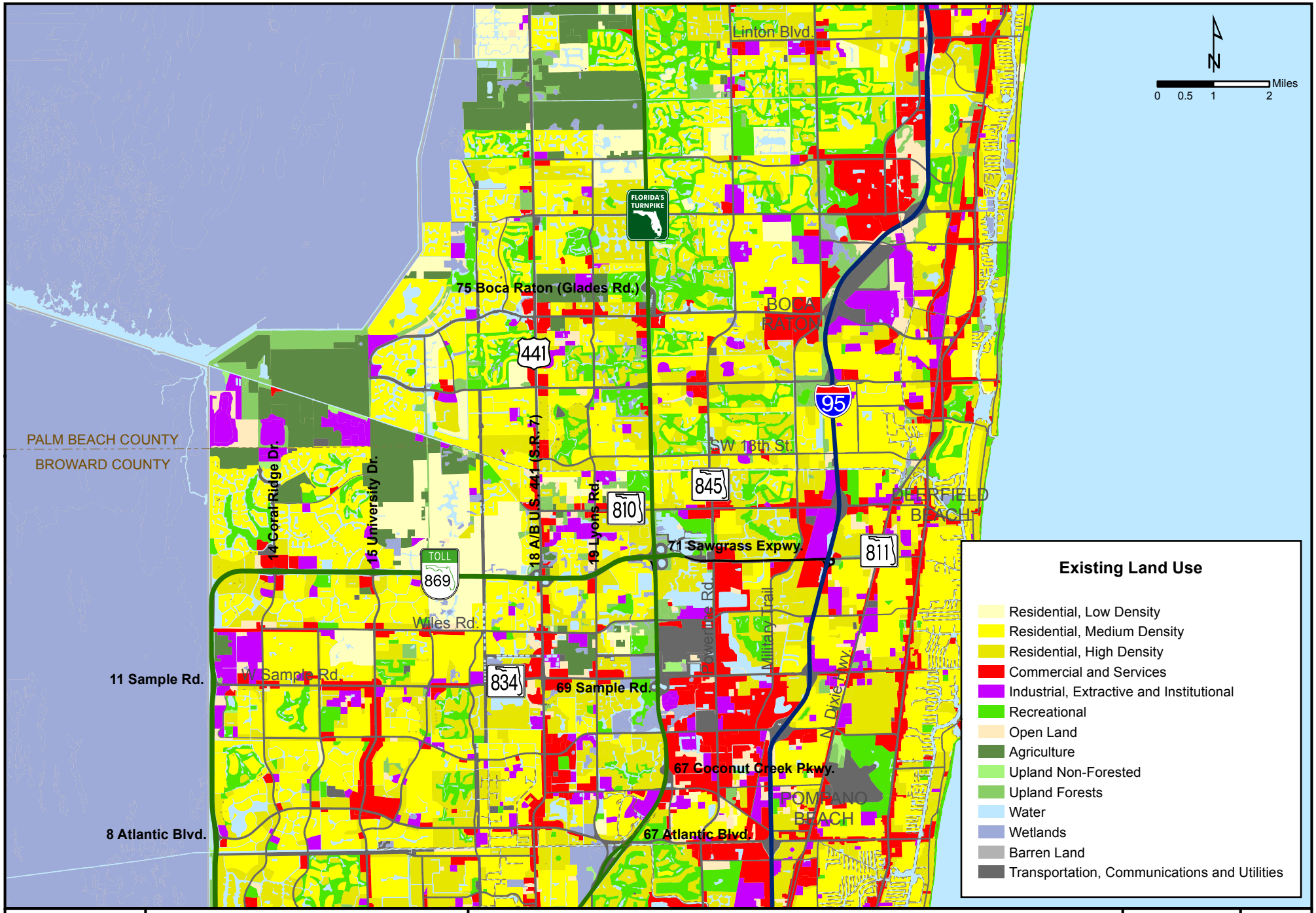
The existing land use around the SW 10th Street project corridor is depicted on **Figure 4.2**. This figure illustrates that the immediate vicinity of the SW 10th Street corridor, between the Turnpike and I-95, and areas to the east of I-95 are largely developed. There are not many large vacant tracts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

Developments of Regional Impacts (DRI) Data Collection Method

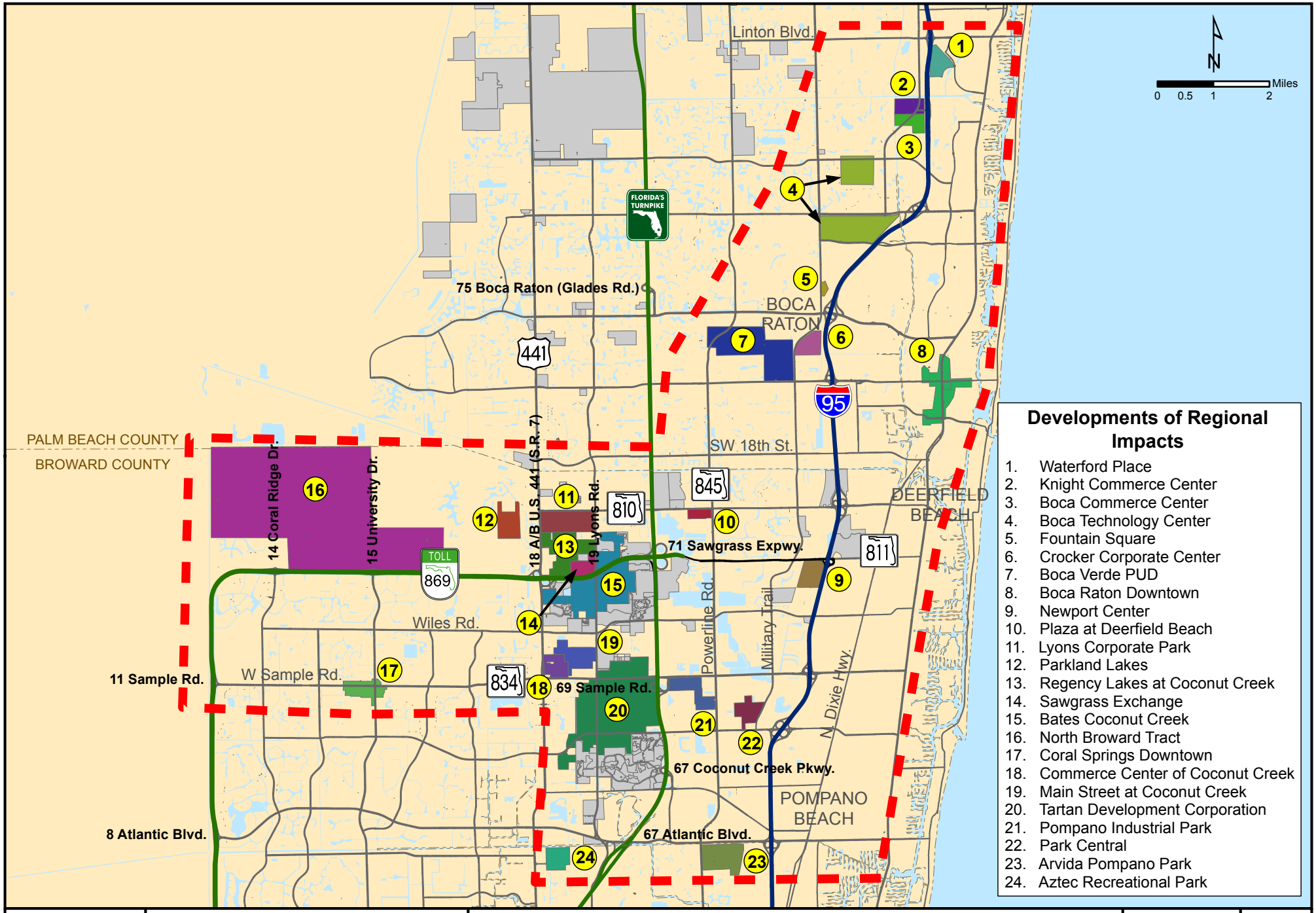
The land use data collection was performed in multiple steps. The available data were compiled and then additional inputs and clarifications from the regional planning staff and local government staff responsible for overseeing DRI/sub-DRI development were sought. This provided insight and understanding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

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

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



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



Developments of Regional Impacts

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

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

Socioeconomic Update Methodology

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

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

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

County-level Control Totals

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

Table 4.9
Population Comparison between SERPM FTE and SERPM 7

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

Table 4.10
Employment Comparison between SERPM FTE and SERPM 7

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

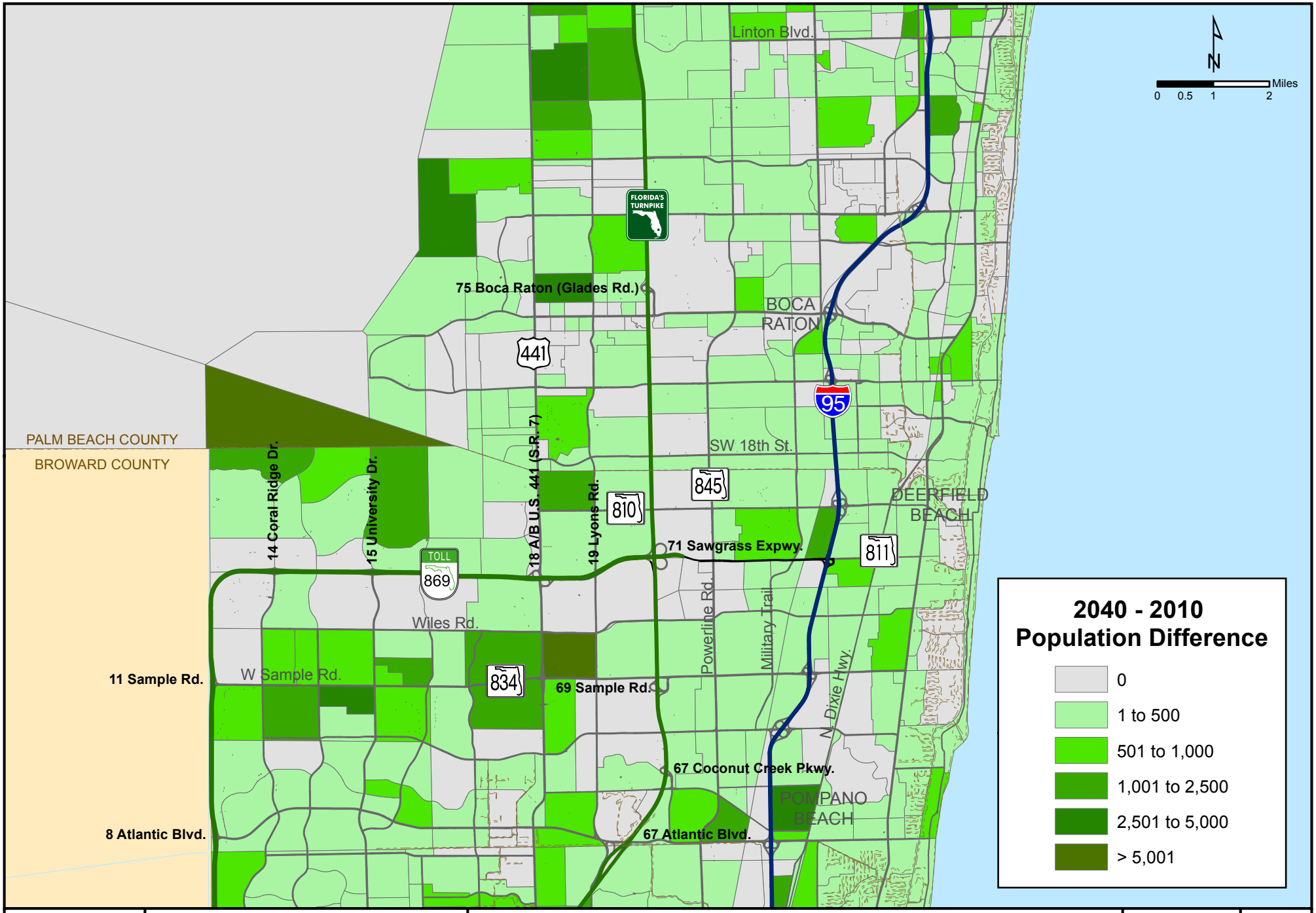
Population and Employment Growth around Study Corridor

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

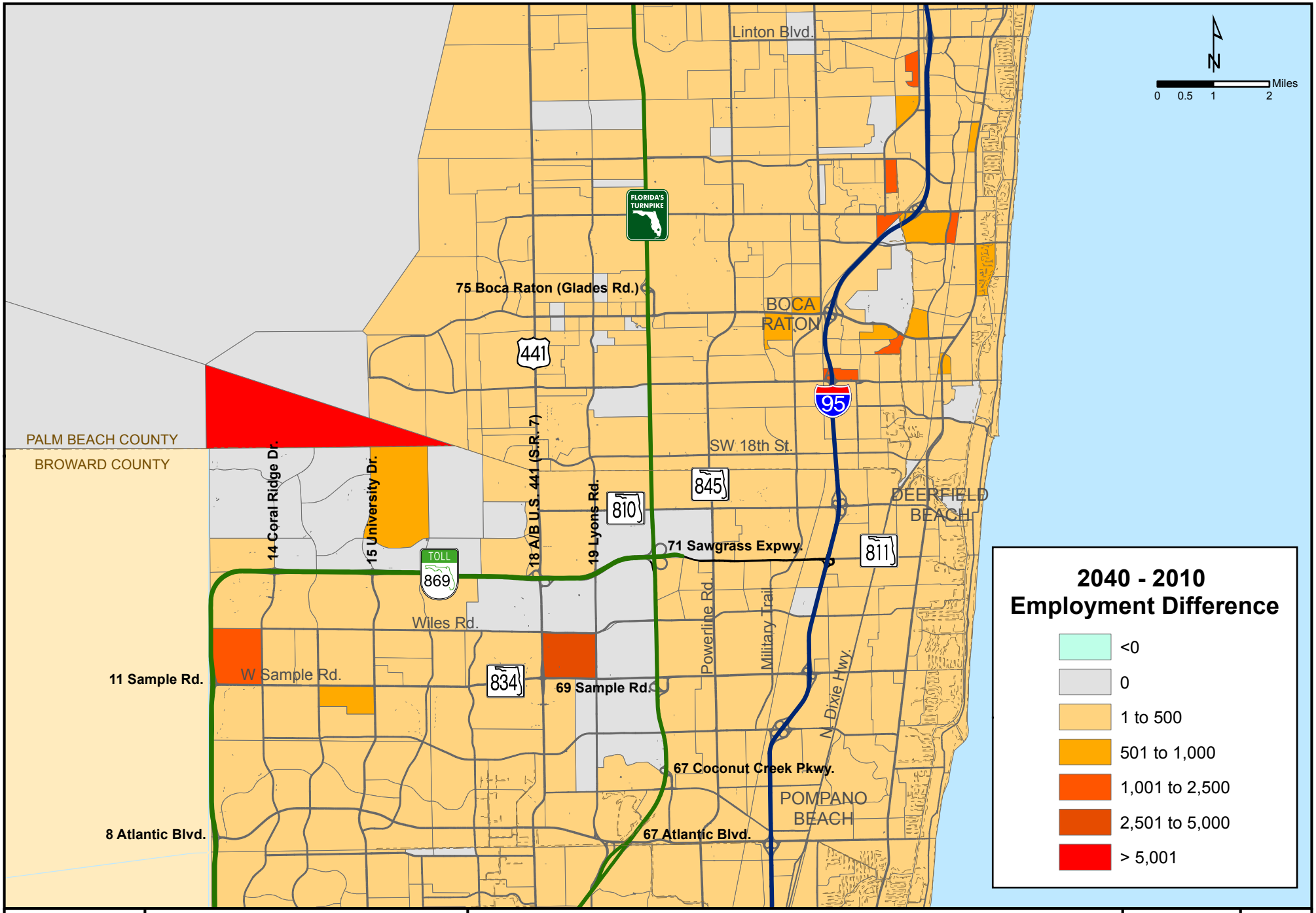
Table 4.11 lists the population and employment forecasts within the 5-mile buffer around the SW 10th Street study corridor. Population and employment are expected to grow at approximately 0.4 percent and 0.3 percent annually, respectively, between 2010 and 2040. This is consistent with the largely developed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

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

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



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



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

4.3 FUTURE YEAR MODEL NETWORKS

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

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

No-Build

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

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

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

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

Partial-Build

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

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

This alternative assumes that the 95 Express direct-connect ramps will extend west of Military Trail via grade-separated ramps. In addition, the full interchange at Turnpike Mainline/Sawgrass Expressway connects to an at-grade SW 10th Street arterial. SW 10th Street remains as an arterial between Powerline Road and Military Trail, but could either remain as the existing four lanes or be widened. Based on the travel demand model runs, the volumes along SW 10th Street between Powerline Road and Military Trail are well over the four-lane capacity under this forecast scenario. Figures 4.9 through 4.11 depict Partial-Build lane geometry for the corridor.

NOT TO SCALE

TOLL 869

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

FLORIDA'S TURNPIKE

FLY-OVER

West of Boca Rio Rd

Matchline A

Sample Rd (S.R. 834)

(Ramp traffic to/from Blount Rd. not shown.)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress

FDOT

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Project Traffic Forecast Memorandum

Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - No-Build Lane Geometry

Figure 4.6

NOT TO SCALE

West Dr

Quiet Waters
Driveway North

Quiet Waters
Driveway South

Driveway F

Quiet Waters
Business Park
Driveway

Matchline B

869

Matchline A

TOLL
869

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled
Stop Controlled
Lane Direction

FDOT

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

SW 10th Street - No-Build Lane Geometry

Figure
4.7

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

869

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

FAU Research Park Blvd

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

SW 10th Street and I-95 (S.R. 9) - No-Build Lane Geometry

Figure 4.8

Table 4.12
2020 No-Build Capacity Improvement Projects

From	To	2016		2020		
		GTL	HOV / EL	GTL	EL	Total
Sawgrass Expressway						
Sunrise Boulevard	Turnpike Mainline			All Electronic Tolling		
I-595	Sunrise Boulevard	6+aux		6+AUX	2	8
Sunrise Boulevard	Turnpike Mainline	6		6	4	10
Turnpike Mainline						
Golden Glades	North of Indiantown Road	All Electronic Tolling				
HEFT	Griffin Road	6		6	4	10
Griffin Road	Sunrise Boulevard	8		8	4	12
Sunrise Boulevard	Sawgrass Expressway	6		6	4	10
Sawgrass Expressway	Lake Worth Road	6		6	4	10
Lake Worth Road	PGA Boulevard	4		4	4	8
PGA Boulevard	Indiantown Road	4		4	4	8
I-75						
S.R. 826	Miami Gardens Drive	8		8	2	10
Miami Gardens Drive	I-595	8		8	4	12
I-95						
Golden Glades	Davie Boulevard	6+aux	2	6+aux	4	10+aux
Davie Boulevard	Linton Boulevard	6+aux	2	6+aux	4	10+aux
Spanish River Boulevard				New Interchange		

Table 4.13
2040 No-Build Capacity Improvement Projects

From	To	2016		2040		
		GUL	HOV / EL	GUL	EL	Total
I-95						
Linton Boulevard	Gateway Boulevard	8+aux	2	8+aux	4	12
Gateway Boulevard	Indiantown Road	8+aux	2	8+aux	4	12
University Drive						
Holmberg Road	Hillsboro Boulevard	2		4		4
NW 40th Street	Sawgrass Expressway	4		6		6
NE 3rd Avenue						
Sample Road	SW 10th Street	4		6		6
Glades Road						
Executive Center Drive	NW 13th Street	6		8		8
Lyons Road						
Broward County Line	SW 18th Street	4		6		6
Boca Rio Road						
Palmetto Park Road	Glades Road	2		4		4

NOT TO SCALE

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

FLY-OVER

West of Boca Rio Rd

Matchline A

Sample Rd (S.R. 834)

(Ramp traffic to/from Blount Rd. not shown.)

Coconut Creek Pkwy

Atlantic Blvd
(S.R. 814)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress

FDOT

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

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

Figure
4.9

NOT TO SCALE

West Dr

Quiet Waters
Driveway North

Quiet Waters
Driveway South

Driveway F

Quiet Waters
Business Park
Driveway

869

Matchline B

Matchline A

TOLL
869

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Improvement over Existing

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

Sample Rd (S.R. 834)

E Newport Center Dr

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

Build

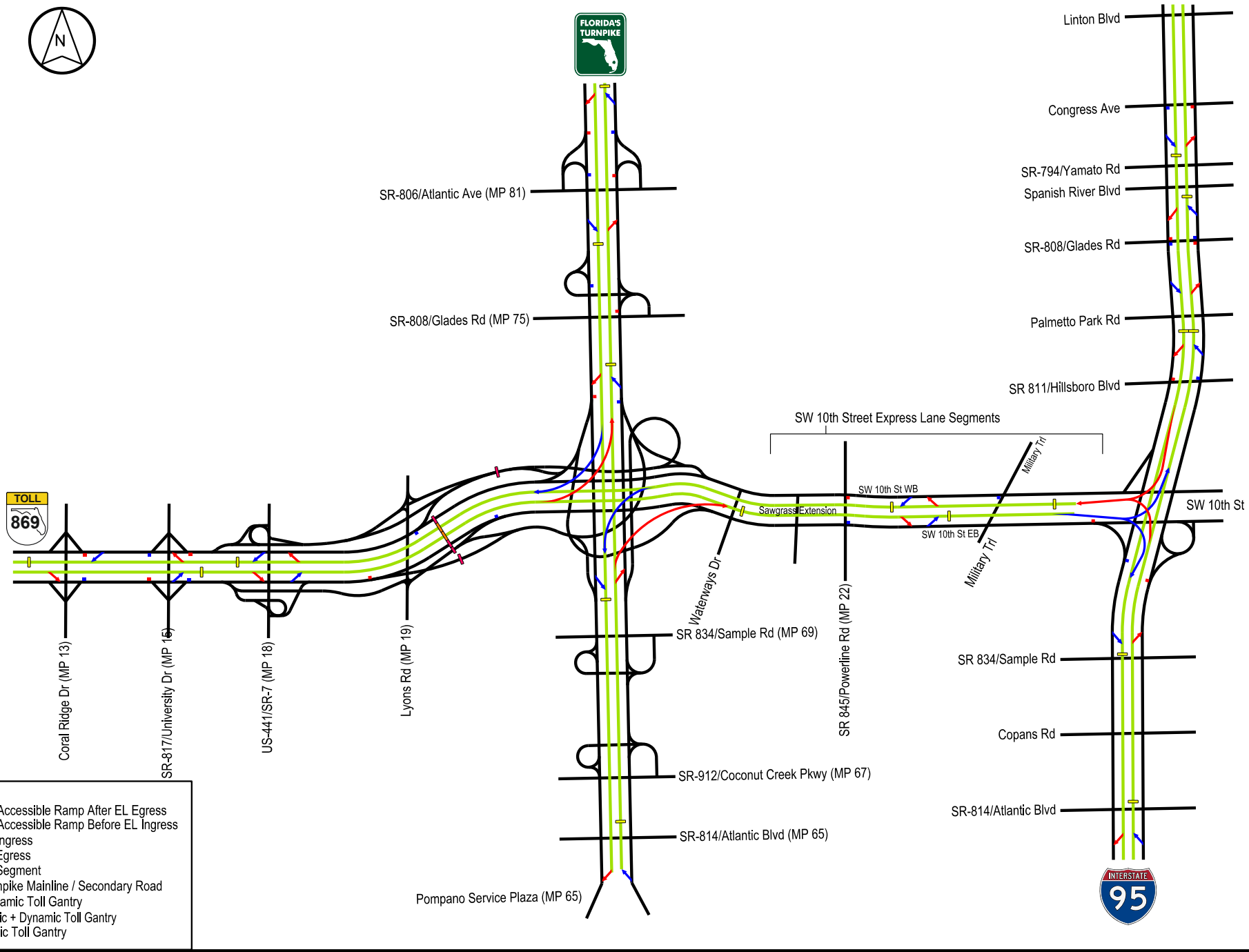
The location and selection of ingress/egress points are a critical component of the Build options evaluation process. The express lane ingress/egress points for this project were evaluated through an iterative evaluation of system to system origin-destination movements, geometric requirements, operational analysis, signing and tolling considerations. As part of the Sawgrass Widening PD&E Study, Options 3A through 3F at the Turnpike Mainline/Sawgrass interchange were evaluated through forecasting and operational analysis. Option 3D-1.1 was the recommended option for further study by the SW 10th Street PD&E Study team. Option 3A is provided in **Appendix G** since this Build option was previously submitted in the draft version of this Project Traffic Forecast Memorandum.

Through coordination with the SW 10th PD&E team, additional ingress/egress options were requested due to geometric issues with placing intermediate access between Powerline Road and Military Trail in Option 3D-1.1. Consequently, Options 3D-1.2 through 3D-1.6 were developed for further evaluation by the SW 10th Street PD&E team. Furthermore, the SW 10th Street PD&E team is evaluating an alignment with the express lanes in the center of the SW 10th Street arterial lanes and alignment with the express lanes positioned north of the SW 10th Street arterial lanes. The options are described herein for the center alignment are as follows:

Build Option 3D-1.1 (Center Alignment)

- Grade separated express lane in the center of SW 10th Street, which includes express lane overpass at all signalized intersections.
- Intermediate express lane ingress and egress in both directions between Powerline Road and Military Trail
- Same number of SW 10th Street arterial lanes that currently exist:
  - Six continuous arterial lanes between Sawgrass Expressway and Powerline Road
  - Four continuous arterial lanes between Powerline Road and Military Trail
  - Six continuous arterial lanes between Military Trail and I-95

Figure 4.12 provides the express lane diagram for Build Option 3D-1.1. The express lane diagram shows the ingress/egress ramps, near entry/exit ramp, toll gantry locations, destination signs and operational jurisdiction. The signs that will be operated and controlled by the District Four Traffic Management Center are outlined in green.



FDOT

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Traffic Forecast Memorandum

Toll Plan and Access Points - Build Option 3D-1.1

Figure
4.12

FLORIDA'S TURNPIKE

Build Option 3D-1.2 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane ingress and egress are provided between Powerline Road and Military Trail; the express lane egress is followed by express lane ingress.
- A westbound express lane ingress and egress are provided between Military Trail and Powerline Road; the express lane egress is followed by express lane ingress.
- An additional westbound express lane ingress is provided between Newport Center Drive and Military Trail.

Build Option 3D-1.3 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane ingress is provided between Powerline Road and Military Trail, followed by an eastbound express lane egress between Military Trail and Newport Center Drive.
- A westbound express lane ingress is provided between Newport Center Drive and Military Trail, followed by a westbound express lane ingress between Military Trail and Powerline Road.

Build Option 3D-1.4 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane egress is provided between Powerline Road and Military Trail.
- A westbound express lane ingress is provided between Newport Center Drive and Military Trail, followed by a westbound express lane ingress between Military Trail and Powerline Road.

Build Option 3D-1.5 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane egress is provided between Military Trail and Newport Center Drive.
- A westbound express lane ingress is provided between Newport Center Drive and Military Trail, followed by a westbound express lane egress between Military Trail and Powerline Road.

Build Option 1.6 (Center Alignment)

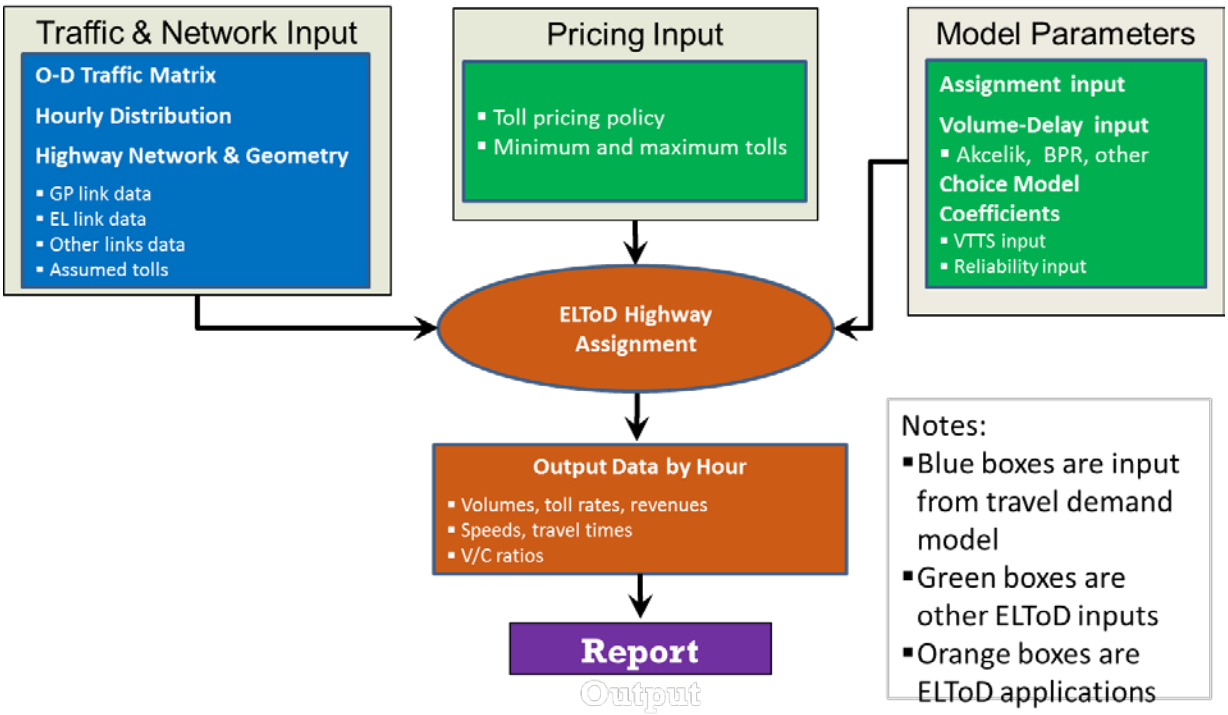
Similar to Build Option 1.1 Center Base without express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

4.4 EXPRESS LANE TIME-OF-DAY MODEL

An important aspect of the congestion management strategy of express lanes is the toll rates charged to users over the course of the day. The traffic level of service in the express lanes is maintained through variable pricing, with the express lane tolls rising with increased congestion in the express lanes. The Express Lanes Time of Day Model v2.2 provides the means to forecast traffic by hour and direction in the express lanes via supply and demand equilibrium processes.

In the overall modeling process to develop hourly traffic and revenue forecasts, the first step is feeding the data derived from the Turnpike's version of the Southeast Regional Planning Model (SERPM), into the ELToD Model. Since the SERPM produces peak period traffic forecasts, the ELToD Model is necessary in order to produce hourly traffic forecasts for the general use lanes and express lanes. The ELToD Model works in conjunction with the demand model and was designed to utilize a subarea trip matrix and network extraction from the SERPM. This process produces traffic and toll estimates by hour and by direction, for both the general use and express lanes. **Figure 4.13** illustrates the ELToD Model process, inputs and outputs.

Figure 4.13
ELToD Model Flow Chart



In addition to a set of three period subarea trip matrices, the ELToD Model used hourly traffic distribution on the Sawgrass Expressway, Southern Coin, and I-95 by direction from count data; the geometric configuration of the proposed express lanes; and a toll policy pricing curve. For this study, two directional hourly traffic distributions were used to represent the corridor in the model, shown in **Table 4.14**. The pricing policy is graphically represented in **Figure 4.14** for both minimum tolls used in this study. The ELToD Model was developed for years 2020 and 2040 of the project corridor.

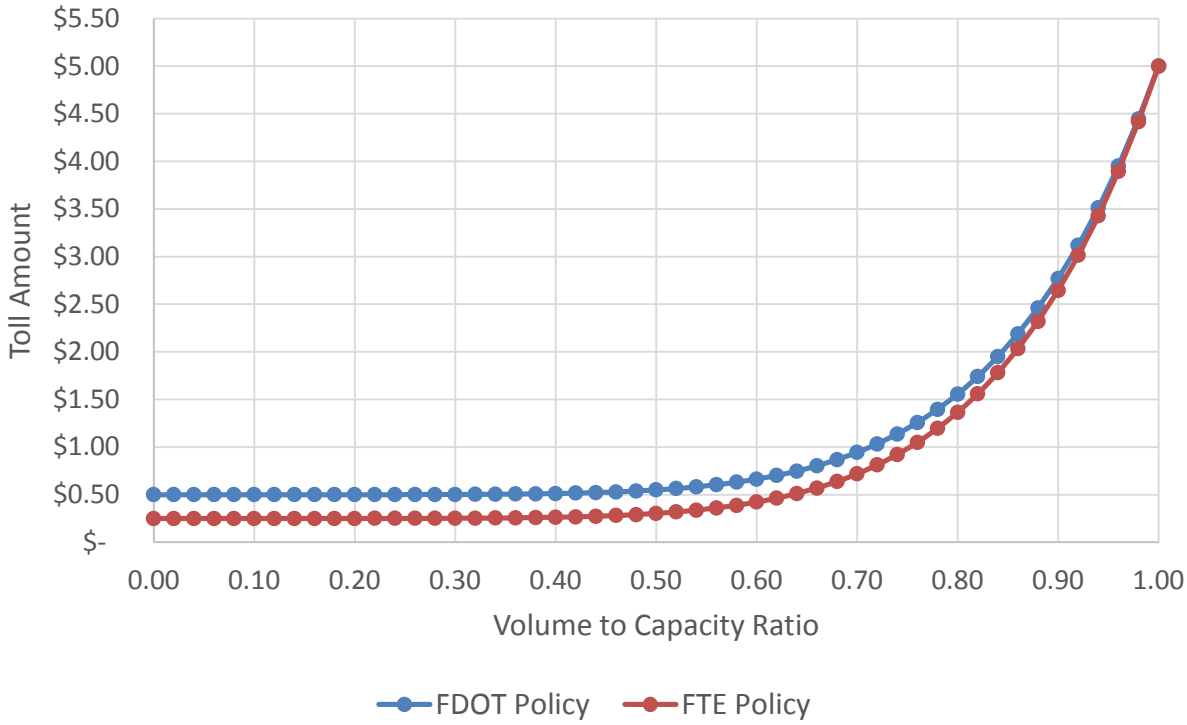
General Model Assumptions:

- Model Years: 2010 Base, 2020 and 2040 Future
- Opening Year: 2020
- Dynamically priced express lanes
- Minimum Toll:
  - $0.25 per segment for the Turnpike facilities – Sawgrass Expressway and Turnpike Mainline
  - $0.50 per segment for non-Turnpike facilities (SW 10th Street to the east of Military Trail and I-95)
- Maximum Toll:
  - $5.00 per segment for both Turnpike and non-Turnpike facilities
- Buses:
  - Do not pay the dynamic toll on the Turnpike system, however, they do pay the SunPass general toll of the adjacent tolled lane (the FTE portion of this project)
  - Do not pay the express lanes toll on non-Turnpike system express lanes (the FDOT District Four portion of this project)
- No Trucks are permitted in express lanes

Table 4.14
ELToD Traffic Distribution by Period by Hour

Hours	Period	Turnpike		I-95	
		NB	SB	NB	SB
1	Off Peak Period	1.3%	1.6%	1.6%	1.5%
2		0.8%	0.9%	1.0%	0.9%
3		0.6%	0.8%	0.8%	0.8%
4		0.6%	0.8%	0.8%	0.9%
5		1.1%	1.2%	1.2%	1.4%
6		2.6%	2.7%	2.7%	3.2%
7		7.6%	7.5%	7.2%	7.9%
8	AM Period	35.9%	35.0%	33.3%	33.4%
9		37.4%	37.0%	36.5%	36.5%
10		26.8%	28.0%	34.9%	34.7%
11	Off Peak Period	9.3%	9.4%	9.3%	9.3%
12		8.9%	9.2%	9.1%	9.3%
13		9.0%	9.3%	9.4%	9.6%
14		9.2%	9.6%	9.4%	9.6%
15		10.3%	10.2%	9.8%	10.0%
16		12.4%	12.0%	11.3%	10.9%
17	PM Period	32.2%	30.6%	31.7%	32.1%
18		38.0%	39.4%	36.5%	36.5%
19		29.7%	30.0%	34.9%	35.0%
20	Off Peak Period	8.3%	8.3%	7.7%	7.3%
21		5.9%	5.3%	5.9%	5.5%
22		5.0%	4.9%	5.2%	5.1%
23		4.3%	3.8%	4.5%	3.9%
24		2.7%	2.4%	3.0%	2.6%

Figure 4.14
Express Lanes Pricing Policy Curves



The ELToD Model holds the daily traffic and hourly distribution constant (i.e., ELToD does not simulate peak spreading) but estimates the split that will occur between the general use and express lanes, given the distribution. It does this by solving for the supply/demand equilibrium of each hour. The supply side is represented by Akcelik volume-delay curves that estimate the segment travel times separately for the general use and express lanes in each direction. These curves are based on queuing theory to more accurately represent congestion levels in overcapacity conditions. Hourly toll rates are computed by direction based on the volume-to-capacity ratio in the express lanes in relation to a specified toll policy, and are maintained within the specified highest and lowest toll limits. It should be noted that for the Turnpike express lanes, a pricing policy representing the current 95 Express was chosen. ELToD develops the express lane share of traffic by hour based on the toll amount and the differences in travel times between the general use lanes and express lanes. The share calculations are done by applying the discrete toll choice model equation and calibrated coefficients. Also, general use lanes may be either non-express lanes in an existing interstate corridor or non-express toll lanes in an existing tolled corridor.

4.5 ELTOD CHOICE MODEL

A key feature in ELToD is the toll choice model equation that predicts express lane share origin-destination (O-D) pair based on:

- Time: Time enters the choice model as the weighted time from using the express lanes minus the weighted time from using the general use lanes.
- Toll: Toll enters the choice model as the toll paid from using the express lanes minus the toll paid from using the general use lanes. If the general use lanes are toll free, this expression is simplified to the express lanes toll minus zero.
- Reliability: Reliability enters the choice model as the standard deviation of travel time from using the express lanes minus the standard deviation of travel time from using the general use lanes. (Note that travel time weights are not used for measuring reliability.)
- Toll Constant: The constant captures fixed or aggregate effects based on the network, time-of-day, or traveler characteristics. The Toll Constant can account for willingness to choose the express lanes with no time or reliability benefits, such as to avoid large trucks.

The differences in travel time and reliability result primarily from the congestion in the general use lanes. For facilities with conventional general use lanes, the toll is non-zero only on the express lanes and the amount of toll is determined dynamically based on congestion levels in the express lanes. In an iterative process, the ELToD model calculates the express lanes share, assigns traffic to the general use and express lanes, and then updates the measures for time, toll, and reliability based on the average traffic flow across all iterations.

The iterative process continues until convergence. The (model calculated) values for time, toll, and reliability are generally highest during the peak periods. For many origin-destination pairs, time and reliability grow faster than the toll as congestion increases, causing the (model calculated) express lanes share to reach its maximum value during one of the peak periods. For each eligible origin-destination pair, the express lanes share in the ELToD model can be calculated from the following choice model equation:

$$Express\ Lane\ Share = \frac{1}{1 + e^{(-1 * (\beta\_Constant + \beta\_Time * Time + \beta\_Toll * Toll + \beta\_Reliability * Reliability))}}$$

- **Toll Constant (β_Constant)**: This parameter determines the express lane share when time, toll, and reliability have a net zero effect.
- **Time Coefficient (β_Time)**: This parameter is for the travel time coefficient in the choice model equation defined in the ELToD Model as the **Travel Time Coefficient** (with units of 1/min). This is the disutility of increasing travel time by one minute.

- **Cost Coefficient (β_Toll)**: This parameter is for the toll cost coefficient in the choice model equation defined in the ELToD Model as the **Toll Coefficient** (with units of 1/$). This is the disutility of increasing the toll by one dollar.
- **Reliability Coefficient Ratio (β_Reliability)**: This parameter is the disutility of increasing the standard deviation of travel time by one minute. It can be calculated from a Reliability Ratio (defined in the ELToD Model documentation as the **Reliability Coefficient Ratio**) and the travel time coefficient. It indicates the disutility of one unit (one minute) of standard deviation.

"**β_Constant**," "**β_Time**," "**β_Toll**," "**β_Reliability**," are all estimated values. The latter three values determine the relative importance of time, toll, and reliability, while β_Constant has a fixed value. The measures for time, toll, and reliability represent the differences between these variables in the express lanes and the general use lanes. These calculation measures are represented by the general form of:

Measure = Express Lane Value - General Use Lane Value

Table 4.15 provides the choice model parameters for the Turnpike facilities (Turnpike Mainline/Sawgrass Expressway) and 95 Express. The 95 Express VTTS was obtained from the *95 Express Phase 3 and 4 Stated Preference Survey*. The Turnpike VTTS was obtained from the Integrated Congestion Pricing Project (ICPP) Stated Preference Survey conducted in South Florida. The reliability ratio was based on research from the SHRP2 C04 report, previous stated preference survey data for Turnpike facilities and observed 95 Express data. The hourly toll parameters were estimated from observed overnight shares and by calibrating the choice model to observed data on 95 Express Phase 1. The Turnpike hourly toll parameters were derived by applying a damping factor to the 95 Express hourly toll parameters, based on the perception of user bias towards express lane choice on existing toll roads. For the ELToD travel demand forecast, the 95 Express toll choice model parameters were used for the entire corridor. In VISSIM microsimulation analysis, however, the 95 Express toll choice model parameters were used for the I-95 and SW 10th Street corridor and the Turnpike Express toll choice model parameters were used for the Turnpike Mainline and Sawgrass Expressway corridor.

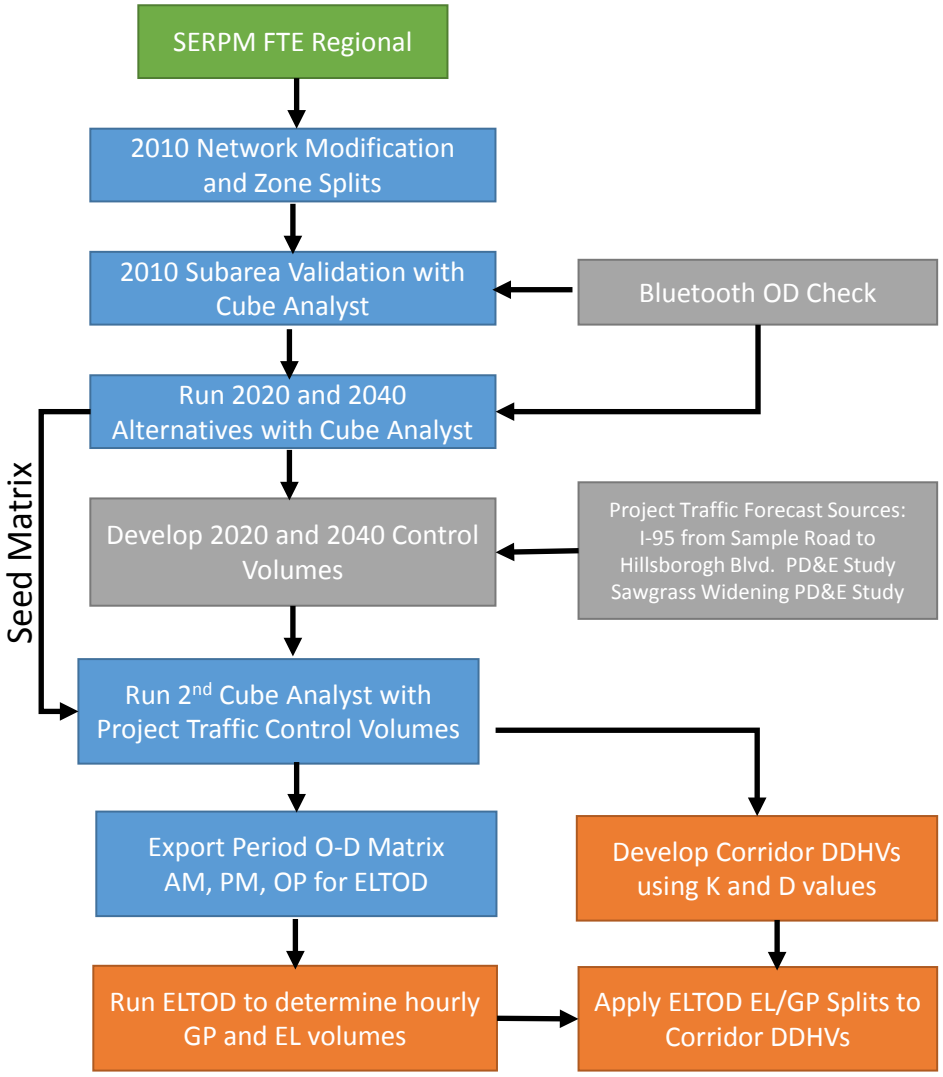
Table 4.15
Choice Model Parameter Comparison

Parameter	95 Express	Turnpike
Mean VTTS	$11.30	$9.62
Travel Time Coefficient	-0.112	-0.118
Toll Cost Coefficient	-0.5945	-0.736
Reliability Coefficient Ratio	2.65	0.90
Hourly Toll Parameters (peak)	-0.00	-0.647
Hourly Toll Parameters (off-peak)	-0.448	-1.095

5.1 FORECASTING PROCESS AND ASSUMPTIONS

The development of the project traffic forecast was a multi-step effort involving a combination of internal modeling procedures and post-model evaluation. **Figure 5.1** illustrates the process beginning with the regional SERPM-FTE. After the SERPM-FTE project model was validated against the 2010 traffic conditions, the future year model runs were conducted for the 2020 and 2040 No-Build, Partial-Build, and Build alternatives. An initial subarea model assignment was performed by applying the growth between the 2010 unadjusted matrices and the 2040 unadjusted matrices to the 2010 Cube Analyst adjusted matrices. The results of the future year Build scenarios were checked against the Bluetooth Origin-Destination data to see if the traffic between the Turnpike and I-95 Corridors that diverted to the SW 10th Street from the other interchanges on Florida's Turnpike, such as Sample Road and Glades Road, was reasonable.

Figure 5.1
Project Traffic Forecasting Process



The initial results for 2020 and 2040 for each scenario were then compared against the forecasts from two ongoing efforts: Sawgrass Expressway Widening PD&E study and the I-95 from Sample Road to Hillsborough Boulevard PD&E study. The I-95 PD&E study provided forecasts on I-95 mainline and ramps at the Sample Road, SW 10th Street, and Hillsboro Boulevard interchanges. The Sawgrass Expressway PD&E study provided traffic forecasts for the Sawgrass corridor from west of University Drive to east of Florida's Turnpike, as well as traffic forecasts on the Turnpike Mainline.

Base forecast volumes along the Sawgrass Expressway and Turnpike Mainline from the SW 10th Street project model were consistent with the Sawgrass Widening PD&E model projections, since only minor validation adjustments were made along the SW 10th corridor. The comparison against the I-95 PD&E study forecast indicated that SW 10th project model results were similar along SW 10th Street, but noticeably higher along I-95.

Because the No-Build scenario for the SW 10th Street PD&E study is the same as for the I-95 PD&E study, there is a need to achieve a consistent project forecast between the two projects. The forecast approach discussed with FDOT District 4 staff was to determine a project forecast for the No-Build scenario consistent with the I-95 PD&E study and pivot from these forecasts using the impacts identified from the SW 10th Street PD&E model. The methodology outlined in the *Traffic Data Collection and Traffic Projections Report* for the I-95 PD&E study was to apply a growth rate of 0.5 percent or SERPM 7.0 growth (whichever is greater) to the 2016 traffic volumes. Since the SW 10th Street I-95 study limits extend beyond the I-95 PD&E study limits (from Sample Road to Hillsboro Boulevard), a 0.5 percent growth rate was applied for the interchanges south of Sample Road, and the raw subarea SW 10th model results were used north of Hillsboro due to the impacts of the Spanish River Drive interchange.

Once the No-Build forecast was determined for 2040, the Partial-Build project forecast was determined by applying the model differences to the No-Build project forecast. For example, 2040 Partial-Build project traffic forecasts = 2040 No-Build project traffic + (2040 Partial-Build Model – 2040 No-Build Model). The Build project traffic was determined by taking the difference between the Partial-Build and Build model values and adding this impact layer to the Partial-Build project forecast. This process was also used to develop 2020 and 2040 Partial-Build and Build forecast volumes along I-95. A similar process was performed along the Sawgrass Expressway and Turnpike Mainline to achieve consistency with the Sawgrass Expressway Widening PD&E forecast.

Once project traffic forecast volumes were established as control values, a second Cube Analyst step was implemented to adjust the initial trip tables to match with the forecast values at selected links in the subarea. The final adjusted trip tables were assigned to the subarea networks for each scenario to produce the 2020 and 2040 forecasts on all links with and without control totals. Finally, the second Cube Analyst assignment results were checked, smoothed, and rounded to produce the project forecast AADTs.

The final forecasted AADTs from the subarea model, along with K-factors and D-factors, were used to develop corridor-level directional design hour volume (DDHV). For express lane locations, the

Subarea model peak period trip tables were then exported to ELToD to determine hourly traffic for the general purpose and express toll lanes.

5.2 ANNUAL AVERAGE DAILY TRAFFIC VOLUMES

The AADT volumes for each of the three scenarios are summarized and compared in the following tables to show the resulting annual growth rate between year 2020 and 2040 and to highlight the volume difference between the scenarios. **Table 5.1** shows the No-Build average growth by facility compared to historical trends and population/employment data within a 5-mile buffer of SW 10th Street. Segment-level forecast AADTs are shown for the Sawgrass Expressway, Turnpike Mainline, SW 10th Street, and I-95 in **Tables 5.2** through **5.5**. **Figures 5.2** through **5.4** show the AADT volumes for 2016, 2020, and 2040 for the three forecast scenarios.

Table 5.1
Facility Average Annual Growth Rate Comparison

Facility	2000-2015 Historical Trend	2016-2040 No-Build Forecast	2010-2040 SE Data TAZ 5-mile Buffer	
			Population	Employment
Sawgrass Expressway	2.8%	1.2%	0.4%	0.3%
SW 10th Street	0.7%	0.8%		
Turnpike Mainline	1.5%	1.7%		
I-95	-0.1%	0.6%		

A review of the AADT volumes indicates the following trends:

No-Build

- The portion of the Sawgrass Expressway within the study area shows average annual compound growth of 1.2 percent for the No-Build forecast. The Sawgrass Expressway is projected to have lower growth than historical trends indicate for the entire facility. The lower growth is due in part to the limited available capacity along SW 10th Street to feed the northern portion of the Sawgrass Expressway.
- SW 10th Street is anticipated to have growth similar to historical trends, although the corridor is capacity constrained.
- The Turnpike Mainline is anticipated to have higher growth than historical trends for the entire Southern Coin system due to the additional capacity with the planned widenings.
- I-95 has the lowest growth rate of the facilities, but the projected growth is expected to be higher than historical trends due to the added capacity from 95 Express.
- The I-95/Spanish River Drive interchange results in a diversion of traffic from the adjacent interchanges at Glades Road and Yamato Road, as expected with this reliever interchange.

Partial-Build

- The full interchange at Sawgrass Expressway and 95 Express direct connect ramps results in a shift of mainline traffic along both I-95 and the Turnpike.
- The prevalent movements appear to be Turnpike south to\from I-95 north, as they both increase with the Partial-Build.
- There is a noticeable reduction in traffic along I-95 south of SW 10th that has been shifted to the Turnpike.
- Reductions occur at Hillsboro Boulevard and Sample Road on I-95 due to a diversion to SW 10th Street.
- Reductions occur at the Sample Road and Glades Road interchanges on the Turnpike Mainline due to a diversion of traffic to SW 10th Street.
- There is a slight decrease in Sawgrass Expressway traffic due to a shift to the Turnpike Mainline.
- As expected, traffic along SW 10th Street increases with the new access.
- There is some reduction in traffic along Powerline Road and Military Trail south of SW 10th Street.

Build (Option 3D-1.1)

- Traffic volumes along the Sawgrass Expressway, SW 10th Street, and I-95 increase due to the additional capacity along SW 10th Street.
- There is some additional diversion of traffic at Glades Road on the Turnpike and at some I-95 interchanges, but the diversion is considerably smaller than with the Partial-Build.
- Although not depicted in the forecast tables/figures, the regional model results indicate that the Build alternative diverts traffic from parallel east-west roads such as Wiles Road and Hillsboro Boulevard.

Table 5.2
AADT Comparison – Sawgrass Expressway

Mile Post - Description	Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
			AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
			2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
West of Waterways		**37,700**	**38,500**	**52,000**	**800**	**14,300**	**0.5%**	**1.3%**	**62,500**	**86,400**	**24,000**	**34,400**	**64,400**	**95,000**	**1,900**	**8,600**
20 - SW 10th To/From Turnpike South									20,400	26,300	20,400	26,300	13,000	17,100	-7,400	-9,200
SW 10th To/From Turnpike North									9,000	15,400	9,000	15,400	10,500	16,400	1,500	1,000
Sawgrass Expressway To/From Turnpike North		30,000	32,000	36,600	2,000	6,600	1.6%	0.8%	32,000	36,600	0	0	32,000	36,600	0	0
Sawgrass Expressway To/From Turnpike South		14,000	15,000	19,700	1,000	5,700	1.7%	1.4%	14,300	18,900	-700	-800	15,700	22,000	1,400	3,100
		81,700	**85,500**	**108,300**	**3,800**	**26,600**	**1.1%**	**1.2%**	**79,400**	**100,200**	**-6,100**	**-8,100**	**88,600**	**120,100**	**9,200**	**19,900**
19 - Lyons Road		9,600	10,900	15,300	1,300	5,700	3.2%	2.0%	10,400	14,900	-500	-400	13,300	21,100	2,900	6,200
		9,600	9,700	13,000	100	3,400	0.3%	1.3%	9,900	15,200	200	2,200	9,300	13,000	-600	-2,200
		81,700	**84,300**	**106,000**	**2,600**	**24,300**	**0.8%**	**1.1%**	**78,900**	**100,500**	**-5,400**	**-5,500**	**84,600**	**112,000**	**5,700**	**11,500**
18 - US 441/ SR 7		12,400	13,300	17,900	900	5,500	1.8%	1.5%	12,900	17,200	-400	-700	13,800	18,500	900	1,300
		16,900	18,700	23,200	1,800	6,300	2.6%	1.3%	19,100	23,500	400	300	18,700	23,200	-400	-300
		86,200	**89,700**	**111,300**	**3,500**	**25,100**	**1.0%**	**1.1%**	**85,100**	**106,800**	**-4,600**	**-4,500**	**89,500**	**116,700**	**4,400**	**9,900**
15 - University		19,400	20,100	30,300	700	10,900	0.9%	1.9%	19,100	27,600	-1,000	-2,700	21,100	31,800	2,000	4,200
		5,400	5,800	13,100	400	7,700	1.8%	3.8%	5,800	13,200	0	100	5,800	13,100	0	-100
		72,200	**75,400**	**94,100**	**3,200**	**21,900**	**1.1%**	**1.1%**	**71,800**	**92,400**	**-3,600**	**-1,700**	**74,200**	**98,000**	**2,400**	**5,600**

Negative growth.

No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.

Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.

Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

Table 5.3
AADT Comparison – SW 10th Street

Description		Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
				AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
				2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
			34,500	**35,200**	**38,900**	**700**	**4,400**	**0.5%**	**0.5%**	**36,500**	**39,500**	**1,300**	**600**	**38,300**	**39,300**	**1,800**	**-200**
Natura Boulevard	(to/from North)		11,000	11,200	12,400	200	1,400	0.5%	0.5%	12,700	13,900	1,500	1,500	13,300	14,200	600	300
	(to/from South)		9,700	10,400	14,800	700	5,100	1.8%	1.8%	11,900	20,400	1,500	5,600	11,100	20,500	-800	100
			40,000	**40,900**	**45,600**	**900**	**5,600**	**0.6%**	**0.5%**	**42,400**	**46,300**	**1,500**	**700**	**44,700**	**46,300**	**2,300**	**0**
I-95																0	0
																0	0
			54,500	**55,700**	**61,900**	**1,200**	**7,400**	**0.5%**	**0.5%**	**65,000**	**76,300**	**9,300**	**14,400**	**77,700**	**94,200**	**12,700**	**17,900**
Newport Center Drive	(to/from North)		5,500	5,600	6,200	100	700	0.5%	0.5%	7,600	8,200	2,000	2,000	7,300	8,700	-300	500
	(to/from South)		7,400	7,500	8,300	100	900	0.3%	0.5%	7,600	8,600	100	300	7,800	8,900	200	300
			53,000	**54,100**	**59,800**	**1,100**	**6,800**	**0.5%**	**0.5%**	**64,100**	**76,000**	**10,000**	**16,200**	**76,500**	**93,200**	**12,400**	**17,200**
South Military Trail	(to/from North)		24,000	24,500	27,100	500	3,100	0.5%	0.5%	28,100	30,000	3,600	2,900	26,500	29,400	-1,600	-600
	(to/from South)		29,000	29,600	32,700	600	3,700	0.5%	0.5%	27,700	30,600	-1,900	-2,100	29,200	30,600	1,500	0
			46,600	**47,500**	**52,500**	**900**	**5,900**	**0.5%**	**0.5%**	**56,200**	**62,200**	**8,700**	**9,700**	**67,100**	**88,300**	**10,900**	**26,100**
Driveways	(to/from South)															0	0
																0	**0**
SW 24th Avenue	(to/from South)		2,600	2,600	2,800	0	200	0.0%	0.3%	2,600	2,800	0	0	2,600	2,800	0	0
			45,200	**46,100**	**51,300**	**900**	**6,100**	**0.5%**	**0.5%**	**54,800**	**61,000**	**8,700**	**9,700**	**65,400**	**87,100**	**10,600**	**26,100**
SW 28th Avenue	(to/from South)		2,100	2,200	2,400	100	300	1.2%	0.6%	2,800	3,700	600	1,300	4,300	5,500	1,500	1,800
			45,800	**46,700**	**51,700**	**900**	**5,900**	**0.5%**	**0.5%**	**55,400**	**61,500**	**8,700**	**9,800**	**66,100**	**87,400**	**10,700**	**25,900**
SW 30th Avenue	(to/from South)		2,500	2,500	2,500	0	0	0.0%	0.0%	2,500	3,000	0	500	3,400	4,400	900	1,400
			44,500	**45,400**	**50,400**	**900**	**5,900**	**0.5%**	**0.5%**	**54,100**	**60,100**	**8,700**	**9,700**	**66,400**	**85,000**	**12,300**	**24,900**
Driveways (Industrial Park)	(to/from North)		2,300	2,300	2,300	0	0	0.0%	0.0%	2,300	2,300	0	0	2,300	2,300	0	0
			46,200	**47,100**	**52,100**	**900**	**5,900**	**0.5%**	**0.5%**	**55,800**	**61,800**	**8,700**	**9,700**	**63,900**	**85,500**	**8,100**	**23,700**
Powerline Road (S.R. 845)	(to/from North)		39,000	39,800	43,900	800	4,900	0.5%	0.5%	40,000	48,600	200	4,700	37,100	46,000	-2,900	-2,600
	(to/from South)		34,500	35,200	38,900	700	4,400	0.5%	0.5%	30,200	36,100	-5,000	-2,800	31,800	38,900	1,600	2,800
			36,900	**37,700**	**55,900**	**800**	**19,000**	**0.5%**	**1.7%**	**65,500**	**88,800**	**27,800**	**32,900**	**67,500**	**95,400**	**2,000**	**6,600**
Independence Drive	(to/from South)		1,500	1,500	1,500	0	0	0.0%	0.0%	1,700	2,300	200	800	1,700	2,300	0	0
			36,000	**36,800**	**55,000**	**800**	**19,000**	**0.6%**	**1.8%**	**64,800**	**88,700**	**28,000**	**33,700**	**66,800**	**95,300**	**2,000**	**6,600**
Waterways Boulevard	(to/from South)		5,500	5,500	5,500	0	0	0.0%	0.0%	5,500	5,500	0	0	5,500	5,500	0	0
			37,700	**38,500**	**52,000**	**800**	**14,300**	**0.5%**	**1.3%**	**62,500**	**86,400**	**24,000**	**34,400**	**64,400**	**95,000**	**1,900**	**8,600**
Turnpike																	
Sawgrass Expressway																	

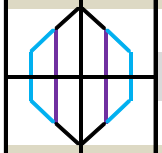
Negative growth.

No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.

Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.

Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

Table 5.4
AADT Comparison – Florida's Turnpike

Mile Post - Description	Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
			AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
			2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
		98,900	**102,100**	**145,300**	**3,200**	**46,400**	**0.8%**	**1.6%**	**104,800**	**150,600**	**2,700**	**5,300**	**105,400**	**150,900**	**600**	**300**
75 - Glades Road		13,100	13,900	19,800	800	6,700	1.5%	1.7%	12,600	17,500	-1,300	-2,300	12,400	17,200	-200	-300
		21,000	21,500	31,000	500	10,000	0.6%	1.6%	20,200	28,600	-1,300	-2,400	21,300	30,500	1,100	1,900
		106,800	**109,700**	**156,500**	**2,900**	**49,700**	**0.7%**	**1.6%**	**112,400**	**161,700**	**2,700**	**5,200**	**114,300**	**164,200**	**1,900**	**2,500**
71 - Sawgrass Expressway		30,000	32,000	36,600	2,000	6,600	1.6%	0.8%	41,000	52,000	9,000	15,400	42,500	53,000	1,500	1,000
Sawgrass Expressway West		30,000	32,000	36,600	2,000	6,600	1.6%	0.8%	32,000	36,600	0	0	32,000	36,600	0	0
SW 10th Street East									9,000	15,400	9,000	15,400	10,500	16,400	1,500	1,000
SW 10th Street East									20,400	26,300	20,400	26,300	13,000	17,100	-7,400	-9,200
Sawgrass Expressway West		14,000	15,000	19,700	1,000	5,700	1.7%	1.4%	14,300	18,900	-700	-800	15,700	22,000	1,400	3,100
		14,000	15,000	19,700	1,000	5,700	1.7%	1.4%	34,700	45,200	19,700	25,500	28,700	39,100	-6,000	-6,100
		90,800	**92,700**	**139,600**	**1,900**	**48,800**	**0.5%**	**1.8%**	**106,100**	**154,900**	**13,400**	**15,300**	**100,500**	**150,300**	**-5,600**	**-4,600**
69 - Sample Road		9,600	10,800	12,100	1,200	2,500	3.0%	1.0%	8,800	9,100	-2,000	-3,000	10,900	10,400	2,100	1,300
		19,400	22,300	24,900	2,900	5,500	3.5%	1.0%	15,300	18,100	-7,000	-6,800	20,700	23,000	5,400	4,900
		100,600	**104,200**	**152,400**	**3,600**	**51,800**	**0.9%**	**1.7%**	**112,600**	**163,900**	**8,400**	**11,500**	**110,300**	**162,900**	**-2,300**	**-1,000**
67 - Coconut Creek Parkway		13,400	16,700	22,200	3,300	8,800	5.7%	2.1%	17,000	22,800	300	600	17,000	23,000	0	200
		10,100	11,900	17,100	1,800	7,000	4.2%	2.2%	11,600	16,700	-300	-400	12,000	17,300	400	600
		97,300	**99,400**	**147,300**	**2,100**	**50,000**	**0.5%**	**1.7%**	**107,200**	**157,800**	**7,800**	**10,500**	**105,300**	**157,200**	**-1,900**	**-600**
66 - Atlantic Boulevard		18,400	21,500	23,000	3,100	4,600	4.0%	0.9%	20,900	22,000	-600	-1,000	21,100	22,200	200	200
65 - Pompano Beach Service Area		**115,700**	**120,900**	**170,300**	**5,200**	**54,600**	**1.1%**	**1.6%**	**128,100**	**179,800**	**7,200**	**9,500**	**126,400**	**179,400**	**-1,700**	**-400**

Negative growth.
No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.
Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.
Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

Table 5.5
AADT Comparison – I-95

Mile Post - Description	Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
			AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
			2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
		195,600	**211,400**	**242,000**	**15,800**	**46,400**	**2.0%**	**0.9%**	**213,900**	**245,400**	**2,500**	**3,400**	**216,000**	**248,700**	**2,100**	**3,300**
50 - Congress Ave.		13,100	14,000	18,800	900	5,700	1.7%	1.5%	14,100	18,900	100	100	14,100	18,900	0	0
		8,100	9,000	13,700	900	5,600	2.7%	2.2%	9,100	13,800	100	100	9,600	14,300	500	500
		190,600	**206,400**	**236,900**	**15,800**	**46,300**	**2.0%**	**0.9%**	**208,900**	**240,300**	**2,500**	**3,400**	**211,500**	**244,100**	**2,600**	**3,800**
48 - SR 794 (Yamato Rd.)		30,400	31,100	39,600	700	9,200	0.6%	1.1%	31,200	39,700	100	100	30,900	39,300	-300	-400
		37,900	34,900	38,100	-3,000	200	-2.0%	0.0%	34,700	38,300	-200	200	34,800	38,400	100	100
		198,100	**210,200**	**235,400**	**12,100**	**37,300**	**1.5%**	**0.7%**	**212,400**	**238,900**	**2,200**	**3,500**	**215,400**	**243,200**	**3,000**	**4,300**
Spanish River Blvd			21,900	26,500					21,900	26,600	0	100	21,900	26,600	0	0
			14,500	25,300					14,700	25,600	200	300	15,300	26,900	600	1,300
		198,100	**202,800**	**234,200**	**4,700**	**36,100**	**0.6%**	**0.7%**	**205,200**	**237,900**	**2,400**	**3,700**	**208,800**	**243,500**	**3,600**	**5,600**
45 - SR 808 (Glades Rd.)		34,000	27,500	33,800	-6,500	-200	-5.2%	0.0%	27,700	34,300	200	500	27,500	34,000	-200	-300
		39,900	33,100	35,600	-6,800	-4,300	-4.6%	-0.5%	33,300	35,900	200	300	33,600	36,200	300	300
		204,000	**208,400**	**236,000**	**4,400**	**32,000**	**0.5%**	**0.6%**	**210,800**	**239,500**	**2,400**	**3,500**	**214,900**	**245,700**	**4,100**	**6,200**
44 - CR 798 (Palmetto Park Rd.)		27,700	28,700	37,300	1,000	9,600	0.9%	1.2%	28,800	38,200	100	900	28,700	37,800	-100	-400
		31,500	32,300	35,500	800	4,000	0.6%	0.5%	32,100	35,300	-200	-200	33,100	36,600	1,000	1,300
		207,800	**212,000**	**234,200**	**4,200**	**26,400**	**0.5%**	**0.5%**	**214,100**	**236,600**	**2,100**	**2,400**	**219,300**	**244,500**	**5,200**	**7,900**
42 - SR 810 (Hillsboro Blvd.)		27,500	28,100	30,900	600	3,400	0.5%	0.5%	27,900	30,700	-200	-200	27,900	30,500	0	-200
		32,800	33,900	39,700	1,100	6,900	0.8%	0.8%	32,200	37,600	-1,700	-2,100	32,700	38,100	500	500
		213,100	**217,800**	**243,000**	**4,700**	**29,900**	**0.5%**	**0.5%**	**218,400**	**243,500**	**600**	**500**	**224,100**	**252,100**	**5,700**	**8,600**
41 - SR 869 (SW 10th St.)		31,500	32,500	37,800	1,000	6,300	0.8%	0.8%	40,200	47,300	7,700	9,500	46,900	60,600	6,700	13,300
		30,300	31,600	39,200	1,300	8,900	1.1%	1.1%	35,700	43,400	4,100	4,200	38,700	48,800	3,000	5,400
		211,900	**216,900**	**244,400**	**5,000**	**32,500**	**0.6%**	**0.6%**	**213,900**	**239,600**	**-3,000**	**-4,800**	**215,900**	**240,300**	**2,000**	**700**
39 - SR 834 (Sample Rd.)		27,100	28,100	33,300	1,000	6,200	0.9%	0.9%	27,500	32,800	-600	-500	27,800	33,100	300	300
		37,800	38,600	42,600	800	4,800	0.5%	0.5%	38,300	42,700	-300	100	38,100	42,500	-200	-200
		222,600	**227,400**	**253,700**	**4,800**	**31,100**	**0.5%**	**0.5%**	**224,700**	**249,500**	**-2,700**	**-4,200**	**226,200**	**249,700**	**1,500**	**200**
38 - Copans Rd.		24,700	25,200	29,500	500	4,800	0.5%	0.7%	25,700	30,500	500	1,000	25,400	30,200	-300	-300
		37,000	37,700	41,900	700	4,900	0.5%	0.5%	37,500	42,300	-200	400	37,700	42,600	200	300
		234,900	**239,900**	**266,100**	**5,000**	**31,200**	**0.5%**	**0.5%**	**236,500**	**261,300**	**-3,400**	**-4,800**	**238,500**	**262,100**	**2,000**	**800**
36 - SR 814 (Atlantic Blvd.)		42,000	42,800	51,200	800	9,200	0.5%	0.8%	42,900	52,500	100	1,300	43,200	52,200	300	-300
		44,800	45,700	50,500	900	5,700	0.5%	0.5%	46,400	51,500	700	1,000	46,500	51,600	100	100
		237,700	**242,800**	**265,400**	**5,100**	**27,700**	**0.5%**	**0.5%**	**240,000**	**260,300**	**-2,800**	**-5,100**	**241,800**	**261,500**	**1,800**	**1,200**

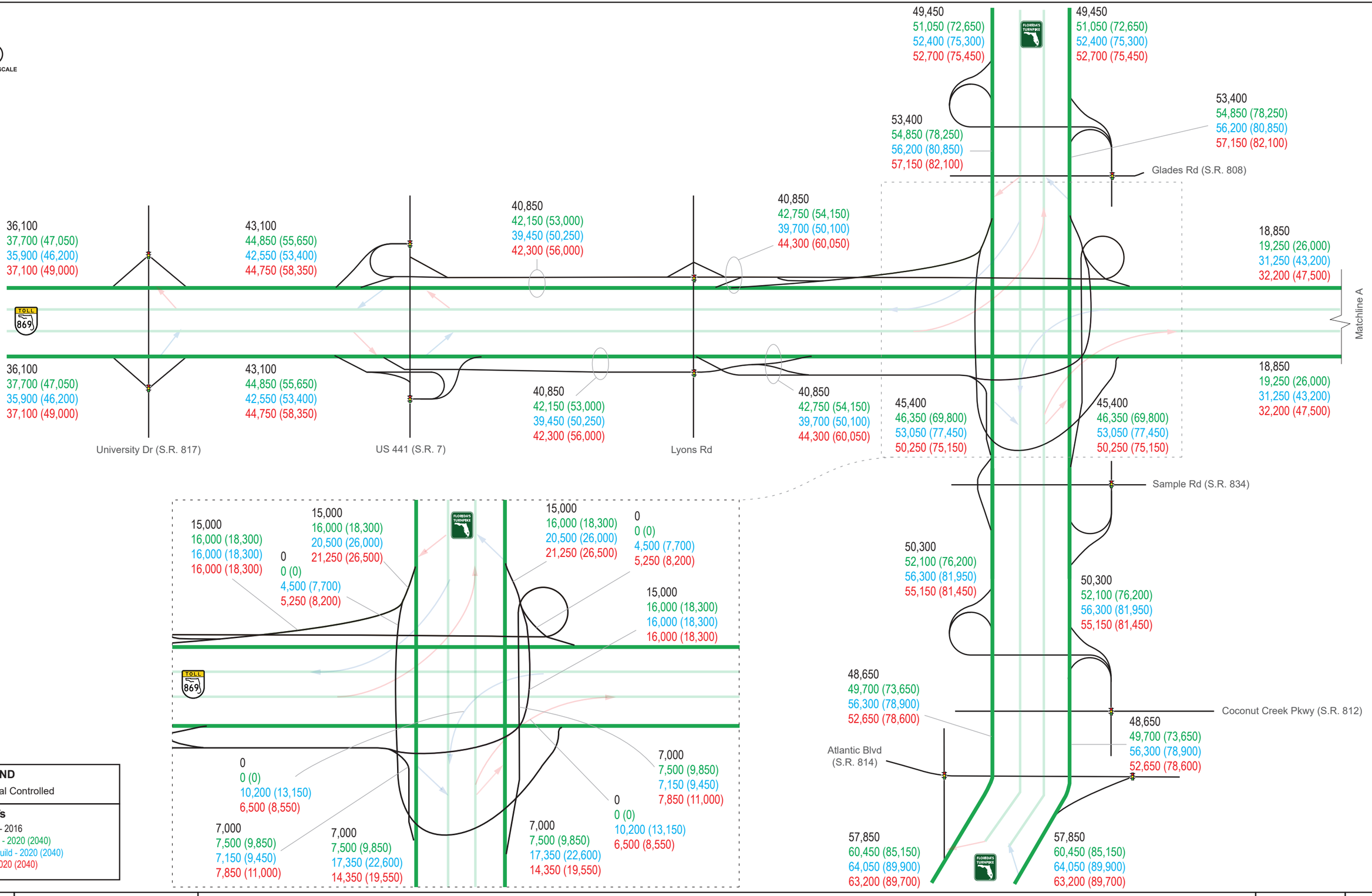
Negative growth.

No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.

Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.

Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

NOT TO SCALE



LEGEND

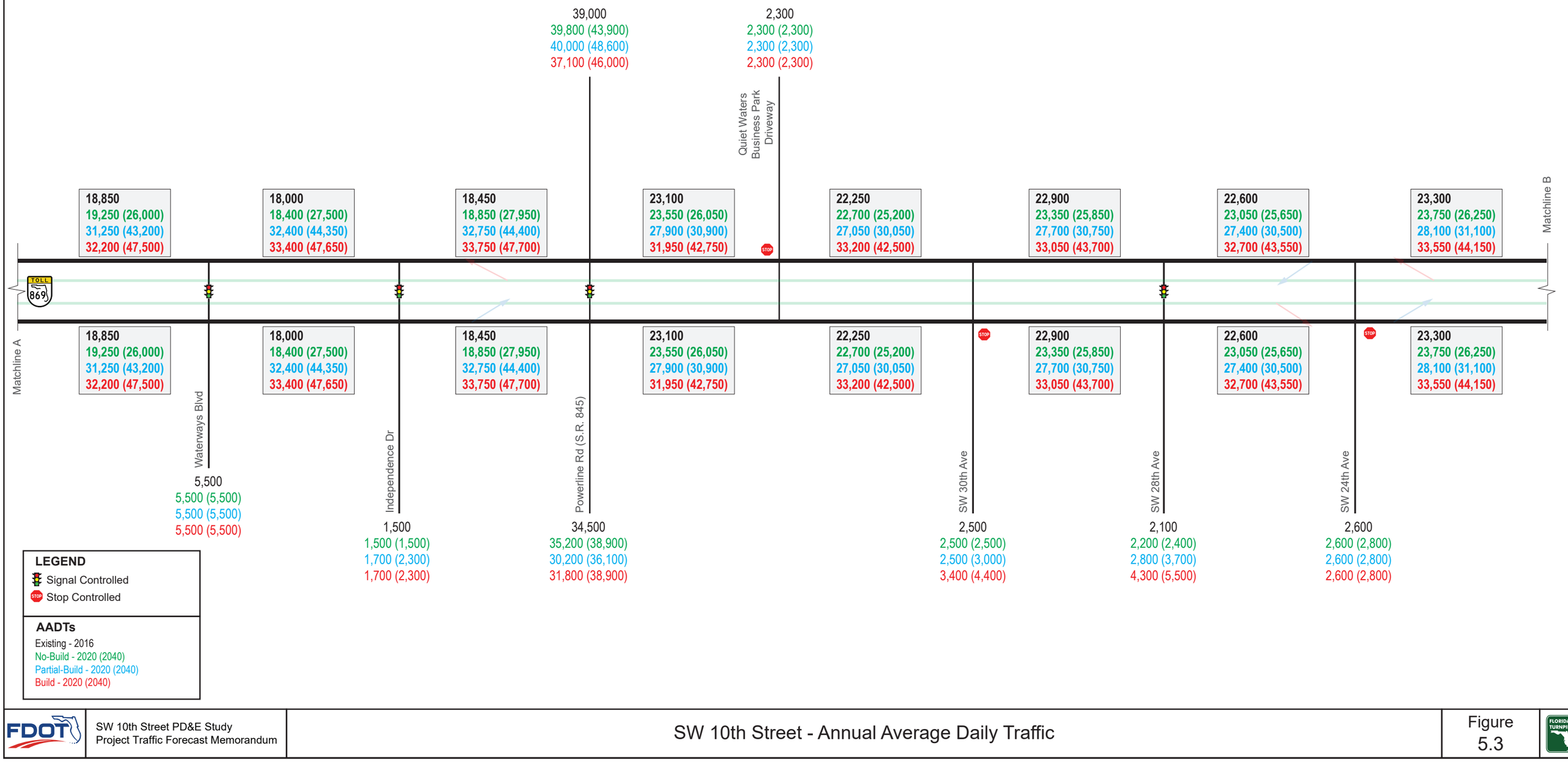
Signal Controlled

AADTs

Existing - 2016
No-Build - 2020 (2040)
Partial-Build - 2020 (2040)
Build - 2020 (2040)

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - Annual Average Daily Traffic	Figure 5.2

NOT TO SCALE



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	SW 10th Street - Annual Average Daily Traffic	Figure 5.3

NOT TO SCALE

Matchline B

24,000
24,500 (27,100)
28,100 (30,000)
26,500 (29,400)

5,500
5,600 (6,200)
7,600 (8,200)
7,300 (8,700)

23,300
23,750 (26,250)
28,100 (31,100)
33,550 (44,150)

26,500
27,050 (29,900)
32,050 (38,000)
38,250 (46,600)

27,250
27,850 (30,950)
32,500 (38,150)
38,850 (47,100)

S Military Trl

29,000
29,600 (32,700)
27,700 (30,600)
29,200 (30,600)

E Newport Center Dr

7,400
7,500 (8,300)
7,600 (8,600)
7,800 (8,900)

8,800
9,000 (10,000)
9,000 (10,000)
9,100 (10,000)

103,900
105,200 (115,600)
106,500 (116,100)
109,250 (121,050)

13,500
13,800 (15,200)
13,700 (15,100)
13,700 (15,200)

57,000
58,100 (64,200)
56,600 (61,900)
56,800 (62,000)

7,600
8,100 (11,100)
7,200 (9,800)
7,200 (10,000)

106,800
108,500 (121,500)
109,000 (120,800)
111,850 (125,850)

15,000
15,600 (18,700)
19,300 (22,700)
22,500 (29,100)

103,900
106,800 (118,600)
107,600 (120,500)
110,050 (123,450)

7,700
7,900 (8,700)
7,900 (8,700)
7,950 (8,750)

7,600
7,800 (8,600)
7,000 (7,800)
7,200 (8,100)

58,000
59,200 (65,400)
59,200 (65,400)
59,500 (65,500)

Hillsboro Blvd (S.R. 810)

INTERSTATE 95

8,800
9,000 (10,000)
9,000 (10,000)
9,200 (10,000)

6,300
6,400 (7,000)
6,300 (6,900)
6,250 (6,550)

11,000
11,200 (12,400)
12,700 (13,900)
13,300 (14,200)

106,300
109,300 (121,500)
109,400 (122,700)
112,250 (126,250)

SW Natura Park Blvd

40,000
40,900 (45,600)
42,400 (46,300)
44,700 (46,300)

34,500
35,200 (38,900)
36,500 (39,500)
38,300 (39,300)

SW 10th St

FAU Research Park Blvd

14,500
15,200 (19,500)
16,700 (22,400)
18,050 (23,200)

13,300
13,800 (16,300)
13,500 (15,900)
13,650 (16,050)

106,300
108,100 (122,300)
106,400 (120,500)
107,400 (119,950)

10,200
10,400 (11,500)
10,400 (11,500)
10,400 (11,500)

16,500
16,900 (19,100)
20,900 (24,600)
24,400 (31,500)

15,800
16,400 (19,700)
19,000 (21,000)
20,650 (25,600)

105,600
108,800 (122,100)
107,500 (119,100)
108,500 (120,350)

9,700
10,400 (14,800)
11,900 (20,400)
11,100 (20,500)

5,100
5,400 (7,100)
5,300 (7,100)
5,400 (7,100)

58,500
59,700 (66,000)
59,600 (65,900)
59,100 (65,500)

51,000
52,300 (59,100)
52,100 (58,500)
52,000 (58,700)

Sample Rd (S.R. 834)

9,600
9,800 (10,800)
9,600 (10,900)
9,400 (10,600)

18,000
18,400 (20,300)
18,300 (20,300)
18,300 (20,400)

8,700
8,900 (9,900)
8,700 (9,800)
8,750 (9,950)

112,800
114,500 (128,300)
112,900 (127,000)
113,550 (126,000)

109,800
112,900 (125,400)
111,800 (122,500)
112,650 (123,700)

LEGEND

Signal Controlled

AADTs

Existing - 2016
No-Build - 2020 (2040)
Partial-Build - 2020 (2040)
Build - 2020 (2040)

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	SW 10th Street and I-95 (S.R. 9) - Annual Average Daily Traffic	Figure 5.4

5.3 FUTURE ORIGIN-DESTINATION MOVEMENTS

Future year origin-destination flow matrix for the study corridors were developed to estimate the Express Lanes traffic using the ELToD model for three future year scenarios: No-Build, Partial-Build, and Build SW 10th Street. The development of the origin-destination tables were done by time periods and included the following steps:

- Develop future year balanced AADTs using the SERPM subarea model results along with balanced AADTs for the existing conditions (described in Section 5.2).
- Develop corridor DDHVs using the FDOT process of applying Standard K and D factors (Section 5.4)
- Develop 3-hour AM and 3-hour PM peak period traffic by dividing the peak hour traffic by 0.38 for the Turnpike Mainline, Sawgrass Expressway, and SW 10th Street, and 0.36 for I-95. These peak hour to peak period factors were derived using existing traffic counts in these corridors.
- Calculate off-peak period (18-hours) traffic by subtracting AM and PM peak period traffic from the AADTs.
- Perform a matrix estimation process using Cube Analyst to adjust future year SERPM subarea trip tables to match with AM, PM, and off-peak control volumes. The process is very similar to what is described under the model validation section of the report (Section 4.1)

The final products of this process are subarea trip tables for each time period for future years 2020 and 2040. There are 43 zones in the subarea trip tables which were grouped into an 8-zone system. These trip tables were analyzed to identify the through movement volumes on SW 10th Street travelling between Florida's Turnpike and I-95. The through volumes represent vehicles that may use the ELs. **Tables 5.6** through **5.8** provide origin-destination summaries of daily traffic in 2040 for No-Build, Partial-Build, and Build scenarios, respectively. The highlighted cells represent through trips for the SW 10th Street Corridor.

Figures 5.5 through **5.7** depict the 2040 origin-destination patterns for eastbound trips on the SW 10th Street corridor for No-Build, Partial-Build, and Build, respectively. As shown in **Figure 5.5**, in the 2040 No-Build scenario, at the western end near Florida's Turnpike, SW 10th Street carries approximately 26,000 eastbound vehicles. Out of these 26,000 vehicles, 16,200 vehicles travel the full length of SW 10th Street, and either go onto I-95 or continue on SW 10th Street east of I-95. This value is approximately 9,500 vehicles for the existing traffic conditions. For the 2040 Partial-Build Scenario, which includes the new ramps to/from Turnpike to SW 10th Street, eastbound traffic on SW 10th Street near the Turnpike increase to 43,200, as shown in **Figure 5.6**. Out of these, 19,400 vehicles travel the full length of SW 10th Street between Turnpike and I-95. For the SW 10th Street Build Scenario, in which new express lanes are provided between Turnpike and I-95, through traffic increases significantly to 31,700, as depicted in **Figure 5.7**. The uninterrupted high speed travel facilitated by the proposed express lanes increase traffic between the Turnpike and I-95 corridors.

Table 5.6
SW 10th Street Origin-Destination Trip Summary – 2040 No-Build Scenario

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	18,300	59,800	0	0	0	0	0	**78,100**
Sawgrass Expressway west of Turnpike	2	18,300	0	9,900	8,100	2,200	5,900	5,600	4,200	**54,200**
Turnpike south of SW 10th Street	3	59,800	9,900	0	0	0	0	0	0	**69,700**
I-95 north of SW 10th Street	4	0	8,000	0	0	102,700	4,900	700	5,300	**121,600**
I-95 south of SW 10th Street	5	0	2,200	0	102,700	0	14,900	200	2,300	**122,300**
SW 10th Street east of I-95	6	0	5,900	0	5,000	14,800	0	1,300	5,000	**32,000**
Powerline Road	7	0	5,500	0	700	200	1,300	0	2,200	**9,900**
Military Trail	8	0	4,300	0	5,100	2,500	5,000	2,100	0	**19,000**
Total		**78,100**	**54,100**	**69,700**	**121,500**	**122,400**	**32,000**	**9,900**	**19,000**	**506,700**

= Eastbound Through Trips = Westbound Through Trips

Table 5.7
SW 10th Street Origin-Destination Trip Summary – 2040 Partial-Build Scenario

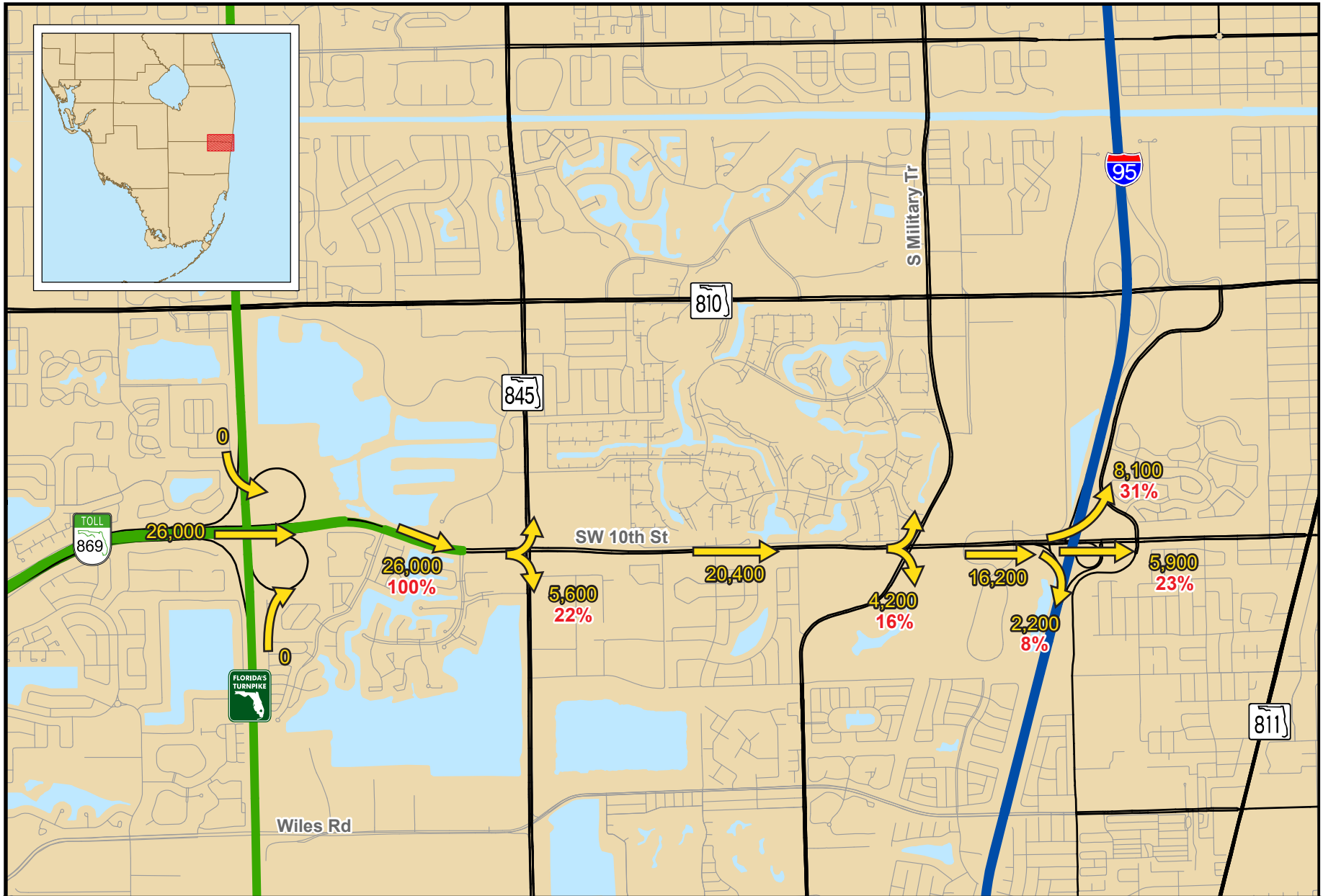
Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	18,300	54,700	100	200	800	5,300	1,400	**80,800**
Sawgrass Expressway west of Turnpike	2	18,300	0	9,500	9,700	2,400	3,200	4,100	2,900	**50,100**
Turnpike south of SW 10th Street	3	54,600	9,500	0	1,100	0	1,900	8,200	1,900	**77,200**
I-95 north of SW 10th Street	4	100	9,500	1,000	0	98,200	6,100	700	6,200	**121,800**
I-95 south of SW 10th Street	5	100	2,600	0	98,200	0	15,400	800	2,800	**119,900**
SW 10th Street east of I-95	6	800	3,400	2,000	5,800	15,400	0	1,000	7,300	**35,700**
Powerline Road	7	5,300	3,800	8,200	800	800	1,100	0	1,600	**21,600**
Military Trail	8	1,400	3,000	2,000	6,100	2,900	7,100	1,400	0	**23,900**
Total		**80,600**	**50,100**	**77,400**	**121,800**	**119,900**	**35,600**	**21,600**	**24,100**	**531,100**

= Eastbound Through Trips = Westbound Through Trips

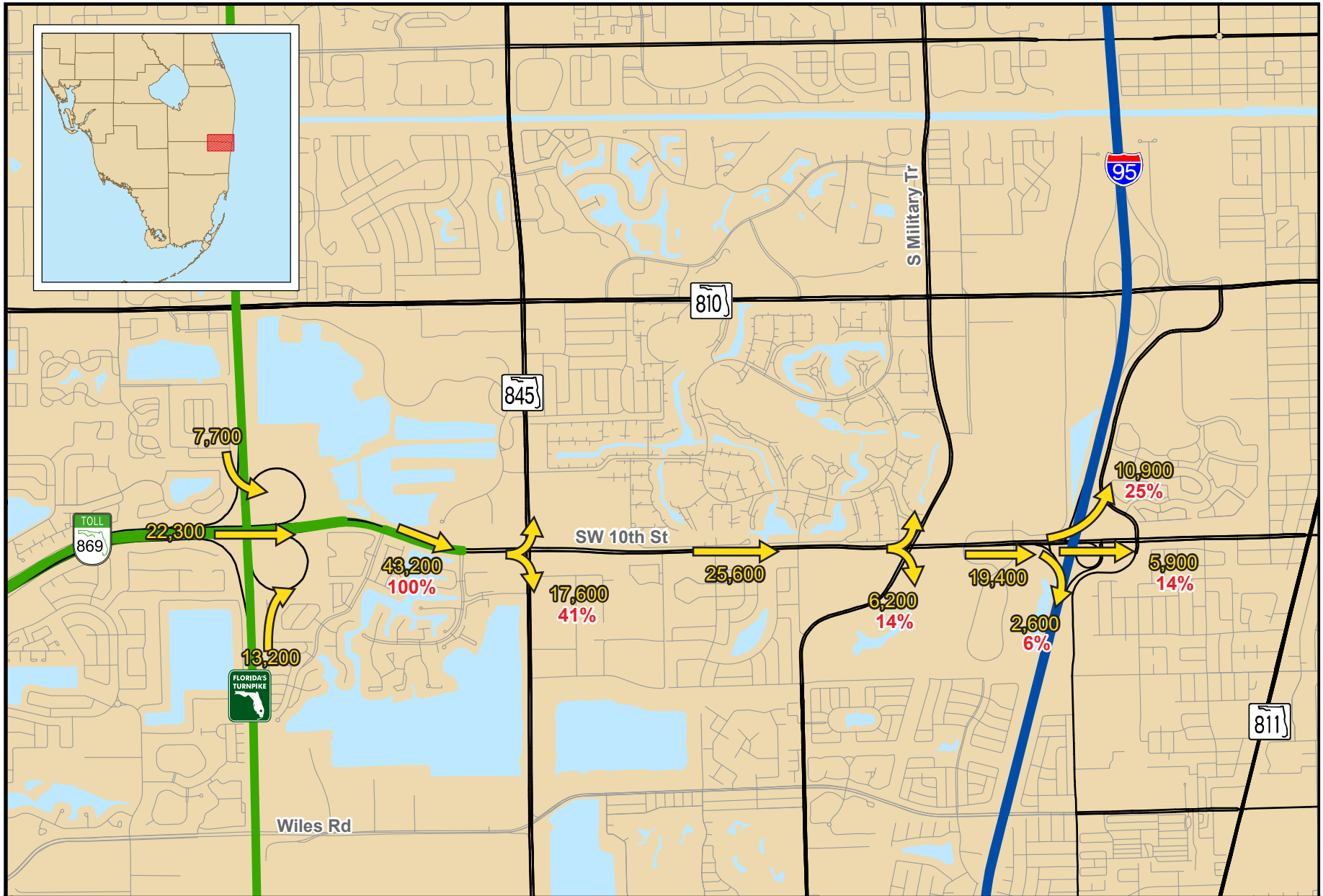
Table 5.8
SW 10th Street Origin-Destination Trip Summary – 2040 Build Option 3D-1.1 Scenario

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	18,300	55,700	100	900	1,000	5,600	500	**82,100**
Sawgrass Expressway west of Turnpike	2	18,300	0	9,300	13,800	3,100	4,100	5,600	2,800	**57,000**
Turnpike south of SW 10th Street	3	55,700	9,300	0	4,200	0	2,300	1,600	2,200	**75,300**
I-95 north of SW 10th Street	4	100	13,500	4,000	0	95,800	5,800	900	6,000	**126,100**
I-95 south of SW 10th Street	5	900	3,000	0	95,800	0	16,200	900	3,400	**120,200**
SW 10th Street east of I-95	6	1,000	4,100	2,200	5,300	16,300	0	1,200	6,000	**36,100**
Powerline Road	7	5,700	5,500	1,600	900	1,000	1,300	0	2,300	**18,300**
Military Trail	8	500	3,200	2,400	6,000	3,100	5,400	2,300	0	**22,900**
Total		**82,200**	**56,900**	**75,200**	**126,100**	**120,200**	**36,100**	**18,100**	**23,200**	**538,000**

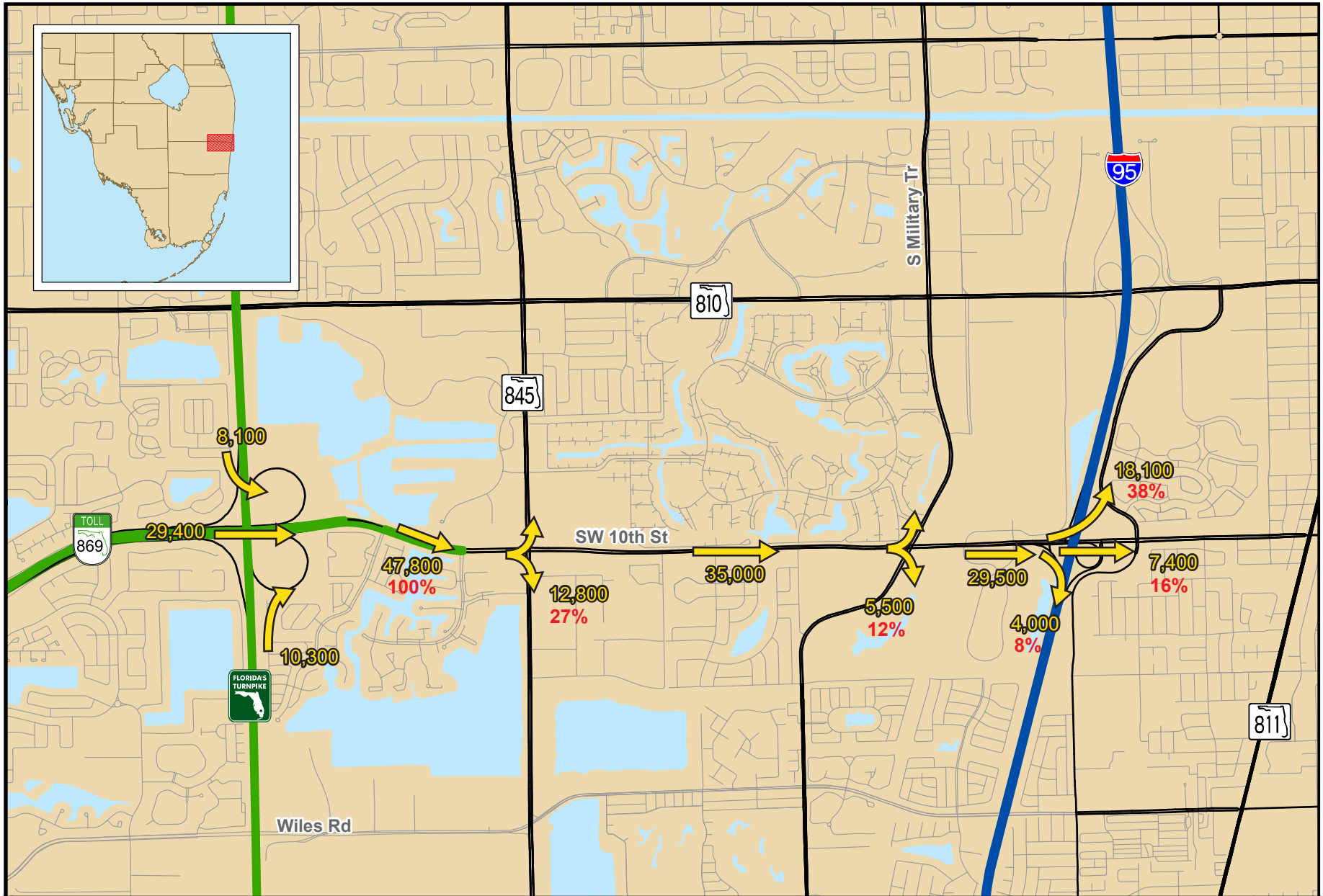
= Eastbound Through Trips = Westbound Through Trips



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	**2040 No-Build** **Eastbound Daily Origin-Destination Traffic**	**Figure 5.5**	FLORIDA'S TURNPIKE



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	**2040 Partial-Build Eastbound Daily Origin-Destination Traffic**	**Figure 5.6**



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	**2040 Build - 3D-1.1** **Eastbound Daily Origin Destination Traffic**	**Figure 5.7**

5.4 DESIGN HOUR TRAFFIC FORECASTS

The development of design hour traffic followed procedures outlined in the FDOT *Project Traffic Forecasting Handbook*. Traffic factors were used to convert AADT to corridor design hour traffic. ELToD is then used to split traffic volumes between express lane traffic and general use lane traffic. Details of the process are provided in the following sections.

5.4.1 Future Traffic Factors

The factors used for developing future year design hour traffic include the Standard K, D, and T_{24} factors. The design year K_{STD}, D, T_{24} factors used for study area roadways are presented in **Table 5.9**. The Standard K is the ratio of the traffic volume in the study hour to the AADT. The D factor is the proportion of traffic based on the median (average) for the design hour of the design year traveling in the peak direction. The T_{24} factor is the daily truck factor and the proportion of the AADT volume composed of trucks. For operational analysis, a design hour T factor is used and is calculated to be half of the T_{24}.

The Standard K factor for SW 10th Street and other local roadways is 9 percent. For the Sawgrass Expressway and Turnpike Mainline, peak hour usage is higher because many drivers elect to make off-peak trips on non-tolled roads when those alternative roadways are not as congested. This decision pattern results in a higher K factors what can be found on urban interstates. Therefore, the Standard K factor for the Turnpike Mainline and the Sawgrass Expressway Mainline is higher than the Standard K factor for I-95. Furthermore, some ramps have observed K factors that are higher than mainline Ks. In those cases, observed ramp Ks were used instead of the Standard K in order to maintain consistency growth between the existing peak hour traffic and forecasted ramp traffic.

For the I-95 Mainline, Standard K (i.e., 8 percent) was not adopted for this project because it yielded an annual growth rate of greater than 1 percent, which is higher than the 0.5 percent annual growth rate calculated from the historical AADT trend. Therefore, a K factor of 7 percent was used for I-95 Mainline, which resulted in a peak hour annual growth rate similar to the AADT trends. For the I-95 ramps, an 8 percent Standard K was used.

The D factors for the entire study area corridor were calculated by link for each peak period based on existing and historical data. It should be noted that the net effective K and D factors are different than the input K and D factors utilized for calculations because of balancing, rounding and harmonizing the design hour volumes between the different roadway systems to develop the entire study area corridor volumes. These net effective K and D factors for 2020 and 2040 are provided in **Appendix F**.

Table 5.9
K and D Factors

Roadway	Standard K Factor	D Factor	T_{24}
Sawgrass Expressway Mainline	10.0%	64.0%	4.0%
Turnpike Mainline	9.5%	51.1%	9.0%
I-95 Mainline	7.0% (mainline) and 8.0% (ramps)	56.7%	4.0% to 6.0%
SW 10th Street			
West of Powerline Road	10.0%	64.0%	3.0%
West of I-95 Interchange	9.0%	51.5%	3.0 to 8.0%
SW 10th Street Arterials			
Powerline Road	9.0%	58.0% to 60.8%	4.0%
Military Trail	9.0%	52.7% to 58.1%	4.0%
Other Cross Streets	9.0%	50.0% to 83.8%	4.0% to 6.0%

5.4.2 Future Corridor DDHVs

The 2020 and 2040 AADT volumes resulting from the corridor forecasting effort was used to calculate corridor DDHVs for the mainline and ramps. The corridor DDHVs development process for each system (i.e., Sawgrass Expressway, SW 10th Street, Turnpike Mainline, and I-95) is described below.

Sawgrass Expressway Mainline

The mainline volume for the Deerfield Mainline Toll Point and for the ramps was calculated by applying the K and D factors to the AADTs. The K factor at the Deerfield Mainline Toll Point was adjusted so that the K factor east of Turnpike Mainline interchange depicted Standard K. The volumes for entire study area corridor along the Sawgrass Expressway Mainline were then calculated by adding and subtracting the ramp volumes from the Deerfield Mainline Toll Point. Also, the volumes for the ramps connecting Sawgrass Expressway and Turnpike Mainline were maintained same to achieve balanced volumes between systems.

The development of the future intersection turning movement volumes along the Sawgrass Expressway Mainline involved multiple steps. The first step was to develop the existing turning movement percentages from the existing counts. These existing turning movement percentages were adjusted, where warranted, based on the turning movement splits produced from the future condition model runs. The second step was to develop the cross street DDHVs, which were developed by applying K and D factors to the cross street AADTs produced from the future condition model runs. The third step was to identify a control point on the cross street and apply the turning movements percentages to the cross street DDHVs. Finally, the cross street DDHVs were

balanced and adjusted so the intersection turning movements balanced with the ramp approach volumes and the selected cross street control point volumes.

The Sawgrass Expressway Mainline and ramp design hour volumes for No-Build, Partial-Build and Build alternatives are summarized in **Tables 5.10** through **5.12**, respectively.

SW 10th Street

The SW 10th Street intersection volumes were developed using TMTool. The SW 10th Street volumes development had two control points; the volumes to/from Sawgrass Expressway mainline (west of Waterways Boulevard) was the control point on the west side and the ramp volumes to/from I-95 was the control point on the east side. The SW 10th Street intersection volumes were adjusted to match the control points at each end of the SW 10th Street corridor. The SW 10th Street design hour volumes for No-Build, Partial-Build, and Build alternatives are summarized in **Tables 5.13** through **5.15**, respectively.

Turnpike Mainline

The mainline volume for the Cypress Creek Mainline Toll Point and for the ramps was calculated by applying the appropriate K and D factors to the AADTs. The volumes for entire study area corridor along the Turnpike Mainline were then calculated by adding and subtracting the ramp volumes from the Cypress Creek Mainline Toll Point as the control volume. The ramp terminal intersection turns were developed using a similar multi-step manual process as the Sawgrass Expressway. The Turnpike Mainline and ramp design hour volumes for No-Build, Partial-Build, and Build alternatives are summarized in **Tables 5.16** through **5.18**, respectively.

I-95 Mainline

The mainline segment north of Hillsboro Boulevard was used as the I-95 mainline control point to calculate the study area corridor volumes. The mainline segment north of Hillsboro Boulevard and ramps volumes were calculated by applying the K and D factors to the AADTs. The volumes for the entire corridor along the I-95 Mainline were then calculated by adding and subtracting the ramps volumes; using north of Hillsboro Boulevard as the control volume. TMTool was used at the ramp terminal intersections to determine the intersection approach volumes. The I-95 mainline and ramp design hour volumes for No-Build, Partial-Build, and Build alternatives are summarized in **Tables 5.19** through **5.21**, respectively.

Table 5.10
No-Build Design Hour Volumes – Sawgrass Expressway

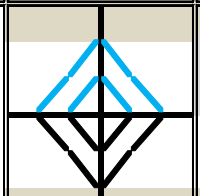
Mile Post - Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
West of Waterways Boulevard		**1,980**	**3,080**	**3,080**	**1,980**	**2,240**	**3,490**	**3,490**	**2,240**
20 - SW 10th To/From Turnpike South									
SW 10th To/From Turnpike North									
Sawgrass Expressway To/From Turnpike North		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway To/From Turnpike South		840	1,730	1,730	840	1,110	2,270	2,270	1,110
		4,580	**7,110**	**7,110**	**4,580**	**5,590**	**8,630**	**8,630**	**5,590**
19 - Lyons Road		620	820	820	620	880	1,160	1,160	880
		860	820	820	860	950	890	890	950
		4,820	**7,110**	**7,110**	**4,820**	**5,660**	**8,360**	**8,360**	**5,660**
18 - U.S. 441/ S.R. 7		510	1,070	1,070	510	660	1,360	1,360	660
		1,220	1,040	1,040	1,220	1,420	1,200	1,200	1,420
		5,530	**7,080**	**7,080**	**5,530**	**6,420**	**8,200**	**8,200**	**6,420**
15 - University Drive		920	1,680	1,680	920	1,310	2,510	2,510	1,310
		420	310	310	420	960	700	700	960
		5,030	**5,710**	**5,710**	**5,030**	**6,070**	**6,390**	**6,390**	**6,070**

Table 5.11
Partial-Build Design Hour Volumes – Sawgrass Expressway

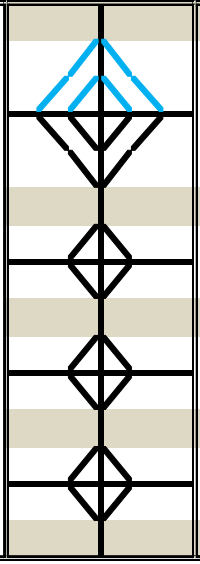
Mile Post - Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
West of Waterways Boulevard		**2,440**	**4,610**	**4,610**	**2,440**	**3,010**	**5,570**	**5,570**	**3,010**
20 - SW 10th To/From Turnpike South		620	1,320	1,320	620	800	1,690	1,690	800
SW 10th To/From Turnpike North		240	660	660	240	490	1,050	1,050	490
Sawgrass Expressway To/From Turnpike North		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway To/From Turnpike South		790	1,710	1,710	790	1,060	2,250	2,250	1,060
		4,130	**6,640**	**6,640**	**4,130**	**5,020**	**7,950**	**7,950**	**5,020**
19 - Lyons Road		590	780	780	590	860	1,130	1,130	860
		880	840	840	880	1,110	1,040	1,040	1,110
		4,420	**6,700**	**6,700**	**4,420**	**5,270**	**7,860**	**7,860**	**5,270**
18 - U.S. 441/S.R. 7		470	980	980	470	630	1,310	1,310	630
		1,250	1,060	1,060	1,250	1,440	1,220	1,220	1,440
		5,200	**6,780**	**6,780**	**5,200**	**6,080**	**7,770**	**7,770**	**6,080**
15 - University Drive		830	1,580	1,580	830	1,200	2,280	2,280	1,200
		420	310	310	420	970	710	710	970
		4,790	**5,510**	**5,510**	**4,790**	**5,850**	**6,200**	**6,200**	**5,850**

Table 5.12
Build Option 3D-1.1 Design Hour Volumes – Sawgrass Expressway

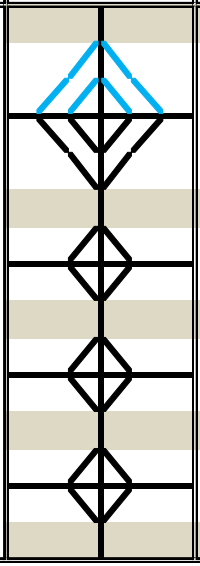
Mile Post - Description	Profile	2020 Build Option 3D-1.1 (Build)				2040 Build Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
West of Waterways Boulevard		**2,650**	**4,770**	**4,770**	**2,650**	**3,350**	**5,840**	**5,840**	**3,350**
20 - SW 10th To/From Turnpike South		420	900	900	420	530	1,130	1,130	530
SW 10th To/From Turnpike North		290	790	790	290	560	1,210	1,210	560
Sawgrass Expressway To/From Turnpike North		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway To/From Turnpike South		790	1,710	1,710	790	1,060	2,250	2,250	1,060
		4,490	**7,090**	**7,090**	**4,490**	**5,560**	**8,620**	**8,620**	**5,560**
19 - Lyons Road		590	780	780	590	860	1,130	1,130	860
		830	790	790	830	950	890	890	950
		4,730	**7,100**	**7,100**	**4,730**	**5,650**	**8,380**	**8,380**	**5,650**
18 - U.S. 441/S.R. 7		500	1,050	1,050	500	680	1,410	1,410	680
		1,220	1,040	1,040	1,220	1,420	1,200	1,200	1,420
		5,450	**7,090**	**7,090**	**5,450**	**6,390**	**8,170**	**8,170**	**6,390**
15 - University Drive		920	1,750	1,750	920	1,380	2,630	2,630	1,380
		420	310	310	420	960	700	700	960
		4,950	**5,650**	**5,650**	**4,950**	**5,970**	**6,240**	**6,240**	**5,970**

Table 5.13
No-Build Design Hour Volumes – SW 10th Street

Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
		1,600	**1,410**	**1,450**	**1,760**	**1,790**	**1,515**	**1,575**	**1,940**
Natura Boulevard (to/from North)		650	400	785	455	775	485	910	495
(to/from South)		495	450	635	445	620	520	740	540
		1,905	**1,510**	**1,735**	**1,905**	**2,130**	**1,665**	**1,905**	**2,055**
I-95									
		2,560	**2,595**	**2,570**	**2,570**	**2,845**	**2,850**	**2,845**	**2,785**
Newport Center Drive (to/from North)		125	620	440	160	135	655	485	200
(to/from South)		865	155	170	710	920	170	215	800
		2,000	**3,240**	**3,050**	**2,230**	**2,240**	**3,515**	**3,310**	**2,380**
South Military Trail (to/from North)		1,275	1,415	1,505	1,410	1,375	1,535	1,635	1,535
(to/from South)		955	1,565	1,400	1,050	1,100	1,690	1,520	1,225
		1,865	**2,635**	**2,800**	**2,235**	**2,040**	**2,885**	**3,065**	**2,330**
Driveways (to/from South)									
		1,775	**2,585**	**2,710**	**2,070**	**1,950**	**2,835**	**2,975**	**2,165**
SW 24th Avenue (to/from South)		190	80	125	85	190	85	125	85
		1,800	**2,720**	**2,740**	**2,140**	**1,975**	**2,965**	**3,005**	**2,235**
SW 28th Avenue (to/from South)		40	185	155	85	60	220	170	95
		1,910	**2,685**	**2,725**	**2,195**	**2,105**	**2,935**	**3,000**	**2,305**
SW 30th Avenue (to/from South)		150	70	50	165	150	70	60	165
		1,830	**2,685**	**2,715**	**2,070**	**2,025**	**2,935**	**2,990**	**2,190**
Driveways (Industrial Park) (to/from North)		45	135	150	40	45	135	150	50
		1,815	**2,760**	**2,760**	**2,005**	**2,010**	**3,010**	**3,035**	**2,135**
Powerline Road (S.R. 845) (to/from North)		1,800	2,190	1,915	1,780	2,015	2,465	2,235	2,120
(to/from South)		1,940	1,760	1,510	1,925	2,245	2,030	1,830	2,270
		1,940	**3,455**	**3,415**	**2,110**	**2,200**	**3,865**	**3,825**	**2,370**
Independence Drive (to/from South)		30	90	95	70	30	90	95	70
		1,950	**3,405**	**3,360**	**2,080**	**2,210**	**3,815**	**3,770**	**2,340**
Waterways Boulevard (to/from South)		90	445	385	205	90	445	385	205
		1,980	**3,080**	**3,080**	**1,980**	**2,240**	**3,490**	**3,490**	**2,240**
Turnpike									
Sawgrass Expressway									

Table 5.14
Partial-Build Design Hour Volumes – SW 10th Street

Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
		1,555	**1,485**	**1,640**	**1,840**	**1,900**	**1,675**	**1,750**	**2,085**
Natura Boulevard (to/from North)		670	415	850	500	830	595	950	605
(to/from South)		510	490	745	520	735	705	885	675
		1,920	**1,615**	**1,900**	**1,975**	**2,340**	**1,910**	**2,010**	**2,210**
I-95									
		3,015	**3,230**	**3,025**	**3,170**	**3,605**	**3,745**	**3,370**	**3,720**
Newport Center Drive (to/from North)		140	650	535	180	185	730	665	215
(to/from South)		890	170	185	760	970	200	210	910
		2,460	**3,905**	**3,615**	**2,830**	**3,040**	**4,495**	**4,080**	**3,280**
South Military Trail (to/from North)		1,295	1,485	1,720	1,305	1,340	1,625	1,845	1,405
(to/from South)		995	1,410	1,385	955	1,090	1,530	1,440	1,170
		2,140	**3,360**	**3,415**	**2,645**	**2,625**	**3,925**	**3,950**	**2,980**
Driveways (to/from South)									
		2,050	**3,310**	**3,325**	**2,480**	**2,535**	**3,875**	**3,860**	**2,815**
SW 24th Avenue (to/from South)		190	80	125	85	190	85	125	85
		2,075	**3,445**	**3,355**	**2,550**	**2,560**	**4,005**	**3,890**	**2,885**
SW 28th Avenue (to/from South)		55	205	165	110	100	300	270	155
		2,185	**3,405**	**3,340**	**2,590**	**2,730**	**3,975**	**3,860**	**2,970**
SW 30th Avenue (to/from South)		150	70	50	165	150	90	60	210
		2,140	**3,440**	**3,390**	**2,525**	**2,695**	**4,000**	**3,930**	**2,890**
Driveways (Industrial Park) (to/from North)		45	135	150	40	45	135	155	50
		2,125	**3,515**	**3,435**	**2,460**	**2,680**	**4,075**	**3,980**	**2,835**
Powerline Road (S.R. 845) (to/from North)		1,720	2,485	2,260	1,535	1,780	2,830	2,835	1,855
(to/from South)		1,990	1,560	1,285	1,960	2,325	1,795	1,590	2,230
		2,250	**4,835**	**4,820**	**2,445**	**2,820**	**5,795**	**5,780**	**3,015**
Independence Drive (to/from South)		30	90	95	70	30	90	95	70
		2,290	**4,815**	**4,790**	**2,440**	**2,860**	**5,775**	**5,750**	**3,010**
Waterways Boulevard (to/from South)		90	445	385	205	90	445	385	205
		2,440	**4,610**	**4,610**	**2,440**	**3,010**	**5,570**	**5,570**	**3,010**
Turnpike									
Sawgrass Expressway									

Table 5.15
Build Option 3D-1.1 Design Hour Volumes – SW 10th Street

Description	Profile	2020 Build Option 3D-1.1 (Build)				2040 Build Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
		1,460	**1,685**	**1,835**	**1,560**	**1,735**	**1,805**	**2,050**	**1,920**
Natura Boulevard (to/from North)		660	400	785	455	835	545	990	615
(to/from South)		480	470	635	445	725	725	940	715
		1,770	**1,745**	**2,120**	**1,705**	**2,170**	**1,950**	**2,280**	**2,000**
I-95									
		3,285	**3,810**	**3,775**	**3,230**	**4,225**	**4,695**	**4,400**	**4,220**
Newport Center Drive (to/from North)		135	675	450	155	165	810	700	230
(to/from South)		895	165	165	720	1,005	200	215	920
		2,665	**4,460**	**4,265**	**2,870**	**3,525**	**5,445**	**5,135**	**3,780**
South Military Trail (to/from North)		1,210	1,350	1,375	1,295	1,370	1,500	1,925	1,495
(to/from South)		915	1,395	1,270	990	1,025	1,560	1,550	1,300
		2,430	**3,885**	**3,965**	**2,770**	**3,225**	**4,740**	**5,020**	**3,485**
Driveways (to/from South)									
		2,340	**3,835**	**3,875**	**2,605**	**3,135**	**4,690**	**4,930**	**3,320**
SW 24th Avenue (to/from South)		190	80	125	85	190	85	125	85
		2,365	**3,970**	**3,905**	**2,675**	**3,160**	**4,820**	**4,960**	**3,390**
SW 28th Avenue (to/from South)		65	220	215	135	110	350	345	225
		2,480	**3,980**	**3,880**	**2,730**	**3,350**	**4,770**	**4,905**	**3,455**
SW 30th Avenue (to/from South)		150	125	60	260	150	125	60	260
		2,465	**3,940**	**4,000**	**2,650**	**3,335**	**4,780**	**5,025**	**3,375**
Driveways (Industrial Park) (to/from North)		45	135	150	50	45	135	150	50
		2,450	**4,015**	**4,045**	**2,595**	**3,320**	**4,855**	**5,070**	**3,320**
Powerline Road (S.R. 845) (to/from North)		1,610	2,120	1,825	1,570	1,950	2,825	2,315	2,085
(to/from South)		1,930	1,470	1,265	1,885	2,395	1,900	1,615	2,330
		2,480	**5,015**	**4,910**	**2,585**	**3,180**	**6,085**	**5,980**	**3,285**
Independence Drive (to/from South)		30	90	95	70	30	90	95	70
		2,520	**4,995**	**4,930**	**2,630**	**3,220**	**6,065**	**6,000**	**3,330**
Waterways Boulevard (to/from South)		90	445	385	205	90	445	385	205
		2,650	**4,770**	**4,770**	**2,650**	**3,350**	**5,840**	**5,840**	**3,350**
Turnpike									
Sawgrass Expressway									

Table 5.16
No-Build Design Hour Volumes – Turnpike

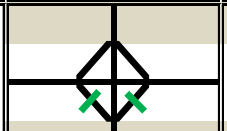
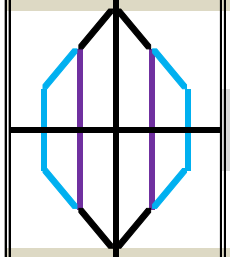
Mile Post - Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		5,960	**4,570**	**4,570**	**5,960**	**7,840**	**6,000**	**6,000**	**7,840**
75 - Glades Road		1,000	670	670	1,000	1,430	950	950	1,430
		1,110	1,950	1,950	1,110	1,430	2,520	2,520	1,430
		6,070	**5,850**	**5,850**	**6,070**	**7,840**	**7,570**	**7,570**	**7,840**
71 - Sawgrass Expressway		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway West		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
SW 10th Street East									
SW 10th Street East									
Sawgrass Expressway West		1,730	840	840	1,730	2,270	1,110	1,110	2,270
		1,730	840	840	1,730	2,270	1,110	1,110	2,270
		6,040	**4,390**	**4,390**	**6,040**	**7,870**	**5,810**	**5,810**	**7,870**
69 - Sample Road		790	630	630	790	890	710	710	890
		1,430	1,620	1,620	1,430	1,720	1,940	1,940	1,720
		6,680	**5,380**	**5,380**	**6,680**	**8,700**	**7,040**	**7,040**	**8,700**
67 - Coconut Creek Parkway		1,420	770	770	1,420	1,890	1,030	1,030	1,890
		470	820	820	470	680	1,180	1,180	680
		5,730	**5,430**	**5,430**	**5,730**	**7,490**	**7,190**	**7,190**	**7,490**
66 - Atlantic Boulevard		980	1,330	1,330	980	1,050	1,420	1,420	1,050
65 - Pompano Beach Service Area		**6,710**	**6,760**	**6,760**	**6,710**	**8,540**	**8,610**	**8,610**	**8,540**

Table 5.17
Partial-Build Design Hour Volumes – Turnpike

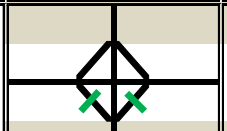
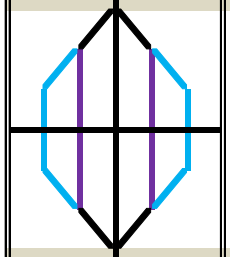
Mile Post - Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		6,230	**4,720**	**4,720**	**6,230**	**8,360**	**6,330**	**6,330**	**8,360**
75 - Glades Road		560	500	500	560	800	650	650	800
		1,060	1,870	1,870	1,060	1,330	2,380	2,380	1,330
		6,730	**6,090**	**6,090**	**6,730**	**8,890**	**8,060**	**8,060**	**8,890**
71 - Sawgrass Expressway		2,420	2,540	2,540	2,420	3,290	3,360	3,360	3,290
Sawgrass Expressway West		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
SW 10th Street East		660	240	240	660	1,050	490	490	1,050
SW 10th Street East		620	1,320	1,320	620	800	1,690	1,690	800
Sawgrass Expressway West		1,710	790	790	1,710	2,250	1,060	1,060	2,250
		2,330	2,110	2,110	2,330	3,050	2,750	2,750	3,050
		6,640	**5,660**	**5,660**	**6,640**	**8,650**	**7,450**	**7,450**	**8,650**
69 - Sample Road		670	550	550	670	710	590	590	710
		1,110	920	920	1,110	1,320	1,260	1,260	1,320
		7,080	**6,030**	**6,030**	**7,080**	**9,260**	**8,120**	**8,120**	**9,260**
67 - Coconut Creek Parkway		1,440	780	780	1,440	1,930	1,050	1,050	1,930
		460	800	800	460	660	1,160	1,160	660
		6,100	**6,050**	**6,050**	**6,100**	**7,990**	**8,230**	**8,230**	**7,990**
66 - Atlantic Boulevard		960	1,270	1,270	960	1,010	1,320	1,320	1,010
65 - Pompano Beach Service Area		**7,060**	**7,320**	**7,320**	**7,060**	**9,000**	**9,550**	**9,550**	**9,000**

Table 5.18
Build Option 3D-1.1 Design Hour Volumes – Turnpike

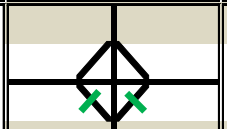
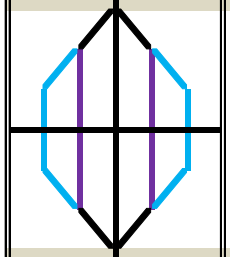
Mile Post - Description	Profile	2020 Option 3D-1.1 (Build)				2040 Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		6,630	**4,690**	**4,690**	**6,630**	**9,070**	**6,390**	**6,390**	**9,070**
75 - Glades Road		960	630	630	960	1,270	850	850	1,270
		1,160	2,030	2,030	1,160	1,470	2,580	2,580	1,470
		6,830	**6,090**	**6,090**	**6,830**	**9,270**	**8,120**	**8,120**	**9,270**
71 - Sawgrass Expressway		2,550	2,590	2,590	2,550	3,450	3,430	3,430	3,450
Sawgrass Expressway West		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
SW 10th Street East		790	290	290	790	1,210	560	560	1,210
SW 10th Street East		420	900	900	420	530	1,130	1,130	530
Sawgrass Expressway West		1,710	790	790	1,710	2,250	1,060	1,060	2,250
		2,130	1,690	1,690	2,130	2,780	2,190	2,190	2,780
		6,410	**5,190**	**5,190**	**6,410**	**8,600**	**6,880**	**6,880**	**8,600**
69 - Sample Road		800	630	630	800	840	680	680	840
		1,370	1,520	1,520	1,370	1,640	1,830	1,830	1,640
		6,980	**6,080**	**6,080**	**6,980**	**9,400**	**8,030**	**8,030**	**9,400**
67 - Coconut Creek Parkway		1,440	780	780	1,440	1,940	1,060	1,060	1,940
		470	830	830	470	690	1,190	1,190	690
		6,010	**6,130**	**6,130**	**6,010**	**8,150**	**8,160**	**8,160**	**8,150**
66 - Atlantic Boulevard		960	1,310	1,310	960	1,020	1,370	1,370	1,020
65 - Pompano Beach Service Area		**6,970**	**7,440**	**7,440**	**6,970**	**9,170**	**9,530**	**9,530**	**9,170**

Table 5.19
No-Build Design Hour Volumes – I-95

Mile Post - Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		8,740	**6,670**	**6,540**	**9,580**	**10,200**	**7,390**	**7,520**	**11,260**
50 - Congress Avenue		1,160	280	550	1,410	1,560	370	730	1,890
		280	520	440	270	420	790	680	410
		7,860	**6,910**	**6,430**	**8,440**	**9,060**	**7,810**	**7,470**	**9,780**
48 - S.R. 794 (Yamato Road)		1,820	930	1,160	1,560	2,320	1,190	1,470	1,980
		1,050	2,000	1,790	840	1,150	2,180	1,950	910
		7,090	**7,980**	**7,060**	**7,720**	**7,890**	**8,800**	**7,950**	**8,710**
Spanish River Boulevard		1,100	780	740	1,050	1,230	910	900	1,270
		580	690	650	580	970	1,210	1,030	970
		6,570	**7,890**	**6,970**	**7,250**	**7,630**	**9,100**	**8,080**	**8,410**
45 - S.R. 808 (Glades Road)		1,160	660	850	1,260	1,430	800	1,040	1,550
		750	1,280	1,270	1,040	810	1,370	1,370	1,120
		6,160	**8,510**	**7,390**	**7,030**	**7,010**	**9,670**	**8,410**	**7,980**
44 - C.R. 798 (Palmetto Park Road)		950	1,280	1,160	1,050	1,240	1,670	1,510	1,360
		1,250	1,230	1,080	1,230	1,370	1,350	1,180	1,350
		6,460	**8,460**	**7,310**	**7,210**	**7,140**	**9,350**	**8,080**	**7,970**
42 - S.R. 810 (Hillsboro Boulevard)		1,220	1,270	1,060	1,270	1,430	1,470	1,270	1,470
		1,370	1,310	1,500	1,310	1,640	1,450	1,720	1,440
		6,610	**8,500**	**7,750**	**7,250**	**7,350**	**9,330**	**8,530**	**7,940**
41 - S.R. 869 (SW 10th Street)		1,180	1,460	1,250	1,160	1,420	1,660	1,500	1,320
		1,220	1,070	1,220	1,300	1,550	1,320	1,560	1,590
		6,650	**8,110**	**7,720**	**7,390**	**7,480**	**8,990**	**8,590**	**8,210**
39 - S.R. 834 (Sample Road)		880	1,250	1,110	970	1,050	1,460	1,310	1,150
		1,790	810	1,420	1,570	1,970	970	1,580	1,810
		7,560	**7,670**	**8,030**	**7,990**	**8,400**	**8,500**	**8,860**	**8,870**
38 - Copans Road		940	950	1,040	870	1,100	1,110	1,220	1,020
		1,690	1,290	1,290	1,010	1,880	1,440	1,440	1,120
		8,310	**8,010**	**8,280**	**8,130**	**9,180**	**8,830**	**9,080**	**8,970**
36 - S.R. 814 (Atlantic Boulevard)		1,390	1,530	1,880	1,310	1,660	1,830	2,240	1,570
		1,470	1,560	1,430	1,900	1,620	1,720	1,580	2,100
		8,390	**8,040**	**7,830**	**8,720**	**9,140**	**8,720**	**8,420**	**9,500**

Table 5.20
Partial-Build Design Hour Volumes – I-95

Mile Post - Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		8,850	**6,750**	**6,610**	**9,680**	**10,320**	**7,510**	**7,650**	**11,400**
50 - Congress Avenue		1,170	280	550	1,420	1,570	380	740	1,900
		280	530	450	270	430	800	680	410
		7,960	**7,000**	**6,510**	**8,530**	**9,180**	**7,930**	**7,590**	**9,910**
48 - S.R. 794 (Yamato Road)		1,830	930	1,160	1,560	2,320	1,190	1,480	1,990
		1,040	1,990	1,780	830	1,150	2,190	1,960	920
		7,170	**8,060**	**7,130**	**7,800**	**8,010**	**8,930**	**8,070**	**8,840**
Spanish River Boulevard		1,100	780	740	1,050	1,230	910	900	1,270
		590	700	660	590	980	1,220	1,040	980
		6,660	**7,980**	**7,050**	**7,340**	**7,760**	**9,240**	**8,210**	**8,550**
45 - S.R. 808 (Glades Road)		1,170	660	860	1,270	1,450	820	1,060	1,570
		760	1,290	1,280	1,040	820	1,390	1,380	1,120
		6,250	**8,610**	**7,470**	**7,110**	**7,130**	**9,810**	**8,530**	**8,100**
44 - C.R. 798 (Palmetto Park Road)		960	1,290	1,160	1,050	1,270	1,710	1,540	1,390
		1,240	1,220	1,070	1,220	1,360	1,340	1,170	1,340
		6,530	**8,540**	**7,380**	**7,280**	**7,220**	**9,440**	**8,160**	**8,050**
42 - S.R. 810 (Hillsboro Boulevard)		1,210	1,250	1,050	1,260	1,420	1,390	1,260	1,440
		1,290	1,250	1,410	1,250	1,600	1,330	1,690	1,320
		6,610	**8,540**	**7,740**	**7,270**	**7,400**	**9,380**	**8,590**	**7,930**
41 - S.R. 869 (SW 10th Street)		1,470	1,820	1,400	1,590	1,800	2,080	1,670	1,880
		1,390	1,220	1,320	1,440	1,750	1,460	1,700	1,760
		6,530	**7,940**	**7,660**	**7,120**	**7,350**	**8,760**	**8,620**	**7,810**
39 - S.R. 834 (Sample Road)		860	1,220	1,070	940	1,010	1,450	1,280	1,140
		1,780	800	1,410	1,560	1,980	970	1,590	1,810
		7,450	**7,520**	**8,000**	**7,740**	**8,320**	**8,280**	**8,930**	**8,480**
38 - Copans Road		960	970	1,060	880	1,140	1,150	1,260	1,050
		1,680	1,280	1,280	1,000	1,900	1,450	1,450	1,130
		8,170	**7,830**	**8,220**	**7,860**	**9,080**	**8,580**	**9,120**	**8,560**
36 - S.R. 814 (Atlantic Boulevard)		1,390	1,530	1,880	1,320	1,700	1,880	2,300	1,610
		1,490	1,580	1,450	1,930	1,660	1,760	1,610	2,140
		8,270	**7,880**	**7,790**	**8,470**	**9,040**	**8,460**	**8,430**	**9,090**

Table 5.21
Build Option 3D-1.1 Design Hour Volumes – I-95

Mile Post - Description	Profile	2020 Build Option 3D-1.1 (Build)				2040 Build Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		8,850	**6,770**	**6,610**	**9,880**	**10,380**	**7,620**	**7,720**	**11,510**
50 - Congress Avenue		1,170	280	550	1,420	1,570	380	740	1,900
		300	560	470	280	440	830	710	420
		7,980	**7,050**	**6,530**	**8,740**	**9,250**	**8,070**	**7,690**	**10,030**
48 - S.R. 794 (Yamato Road)		1,810	920	1,140	1,540	2,300	1,180	1,460	1,970
		1,050	2,000	1,790	840	1,160	2,200	1,970	920
		7,220	**8,130**	**7,180**	**8,040**	**8,110**	**9,090**	**8,200**	**8,980**
Spanish River Boulevard		1,120	780	750	1,050	1,230	910	900	1,270
		610	730	690	610	1,030	1,290	1,100	1,030
		6,710	**8,080**	**7,120**	**7,600**	**7,910**	**9,470**	**8,400**	**8,740**
45 - S.R. 808 (Glades Road)		1,150	650	840	1,250	1,440	810	1,050	1,560
		780	1,310	1,300	1,070	830	1,400	1,390	1,130
		6,340	**8,740**	**7,580**	**7,420**	**7,300**	**10,060**	**8,740**	**8,310**
44 - C.R. 798 (Palmetto Park Road)		940	1,270	1,150	1,040	1,260	1,690	1,530	1,380
		1,260	1,250	1,100	1,250	1,420	1,390	1,220	1,390
		6,660	**8,720**	**7,530**	**7,630**	**7,460**	**9,760**	**8,430**	**8,320**
42 - S.R. 810 (Hillsboro Boulevard)		1,200	1,250	1,040	1,230	1,420	1,340	1,260	1,390
		1,320	1,260	1,480	1,240	1,620	1,340	1,700	1,330
		6,780	**8,730**	**7,970**	**7,640**	**7,660**	**9,760**	**8,870**	**8,260**
41 - S.R. 869 (SW 10th Street)		1,720	2,130	1,800	1,900	2,280	2,680	2,200	2,340
		1,510	1,360	1,540	1,570	2,010	1,720	1,950	1,990
		6,570	**7,960**	**7,710**	**7,310**	**7,390**	**8,800**	**8,620**	**7,910**
39 - S.R. 834 (Sample Road)		870	1,240	1,080	960	1,030	1,470	1,300	1,160
		1,770	790	1,370	1,550	1,960	960	1,560	1,820
		7,470	**7,510**	**8,000**	**7,900**	**8,320**	**8,290**	**8,880**	**8,570**
38 - Copans Road		950	960	1,050	870	1,120	1,140	1,250	1,040
		1,690	1,290	1,290	1,010	1,910	1,460	1,460	1,140
		8,210	**7,840**	**8,240**	**8,040**	**9,110**	**8,610**	**9,090**	**8,670**
36 - S.R. 814 (Atlantic Boulevard)		1,400	1,540	1,890	1,320	1,690	1,860	2,290	1,600
		1,490	1,590	1,450	1,930	1,660	1,760	1,610	2,140
		8,300	**7,890**	**7,800**	**8,650**	**9,080**	**8,510**	**8,410**	**9,210**

5.4.3 Express Lane Volumes

ELToD was run for both model forecast years of 2020 and 2040. The input to ELToD was the peak period origin-destination matrices developed through the matrix estimation process previously discussed. The ELToD assignment provided hourly volumes, including the design hour, for all roadway links in the study area. A final process of balancing and harmonizing the initial corridor DDHVs with ELToD splits was performed to ensure a continuous set of express lane and general purpose lane volumes for the corridor.

The No-Build alternative 2020 and 2040 DDHV turns and express lane volumes are depicted in **Figures 5.8** through **5.17**. The Partial-Build alternative 2020 and 2040 DDHV turns and express lane volumes are depicted in **Figures 5.18** through **5.29**. The Build alternative 2020 and 2040 DDHV turns and express lane volumes are depicted in **Figures 5.30** through **5.41**.

Appendix G contains the 2040 DDHV turns and express lane volumes for Build Option 3A and 3D-1.2 through 1.6 (Center Alignment).

NOT TO SCALE

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Matchline A

FLY-OVER TRAFFIC

(Ramp traffic to/from Blount Rd. not shown.)

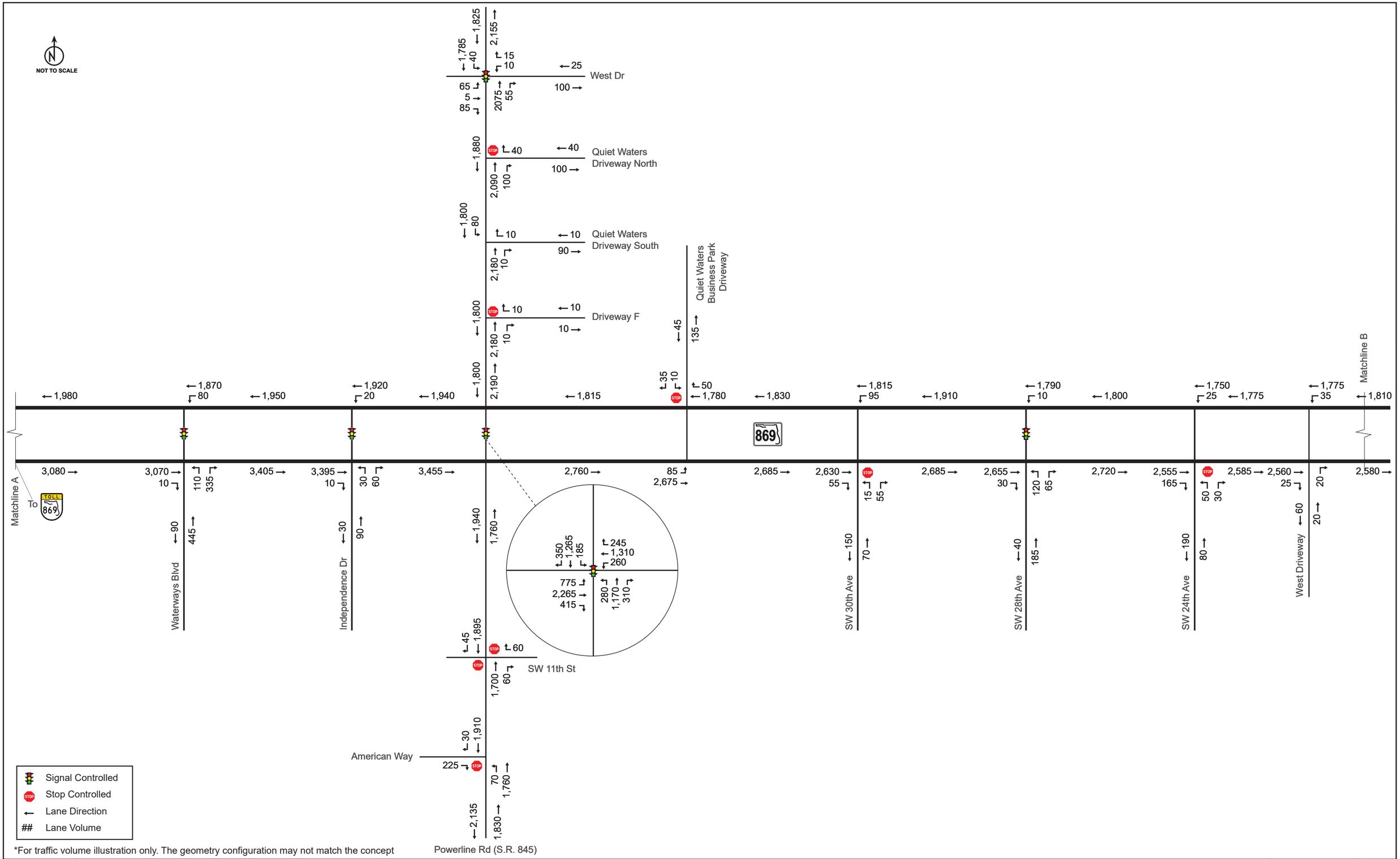
TOLL 869

FLORIDA'S TURNPIKE

Signal Controlled
Lane Direction
Expresss Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2020 AM (PM) No-Build DDHV's	Figure 5.8



*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

To TOLL 869

Waterways Blvd

Independence Dr

SW 11th St

American Way

Powerline Rd (S.R. 845)

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

- Signal Controlled
- Stop Controlled
- ← Lane Direction
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only.The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

E Newport Center Dr

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

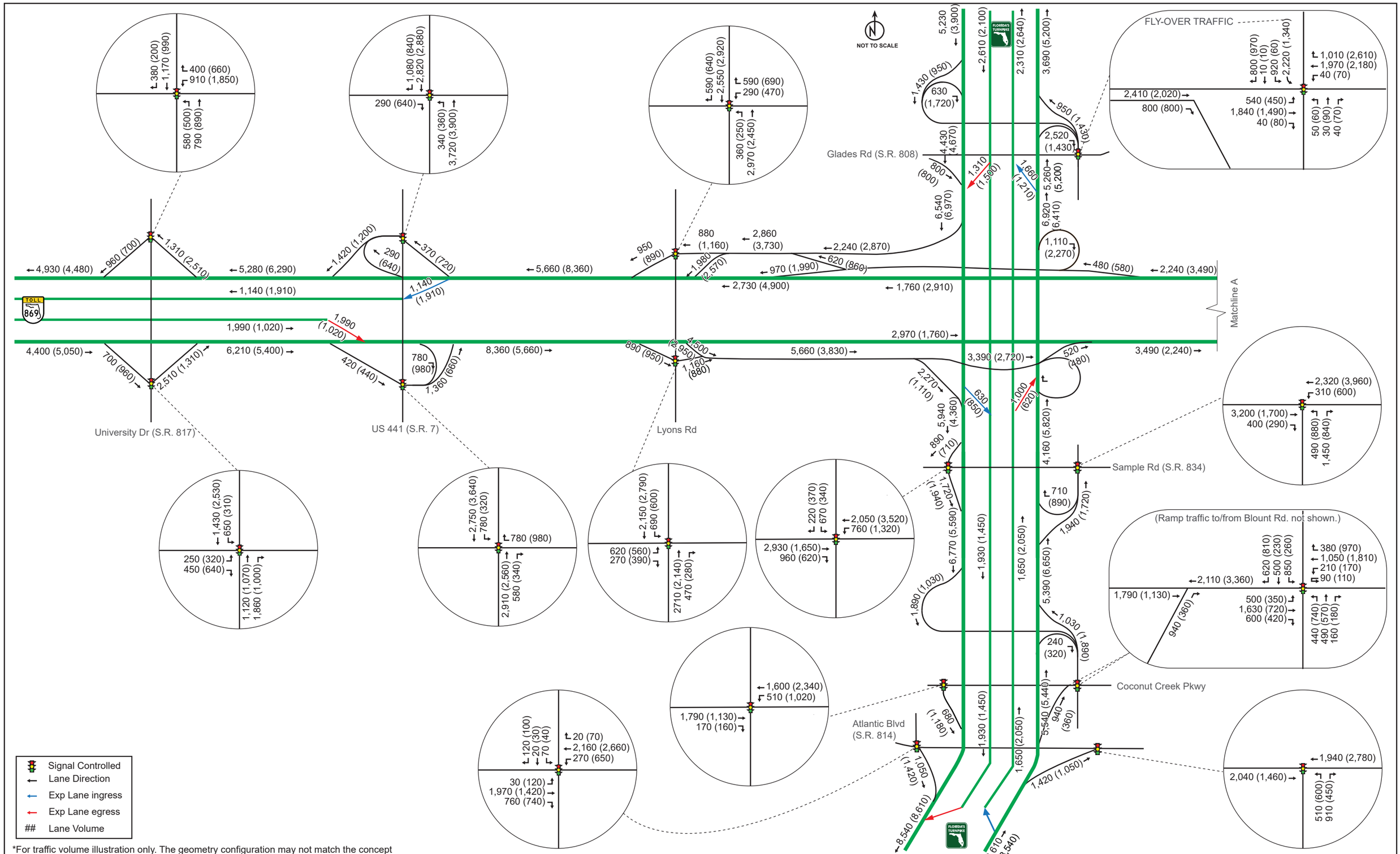
Sample Rd (S.R. 834)

869

95

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only.The geometry configuration may not match the concept.



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) No-Build DDHV's	Figure 5.13

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

869

Matchline A

Matchline B

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled

Stop Controlled

Lane Direction

Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

Signal Controlled
Stop Controlled
← Lane Direction
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

SW 10th Street - 2040 PM No-Build DDHV's

Figure 5.15

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

E Newport Center Dr

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

	Signal Controlled
	Stop Controlled
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

FDOT

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

SW 10th Street and I-95 (S.R. 9) – 2040 AM No-Build DDHVs

Figure 5.16

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane ingress
Exp Lane egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Matchline A

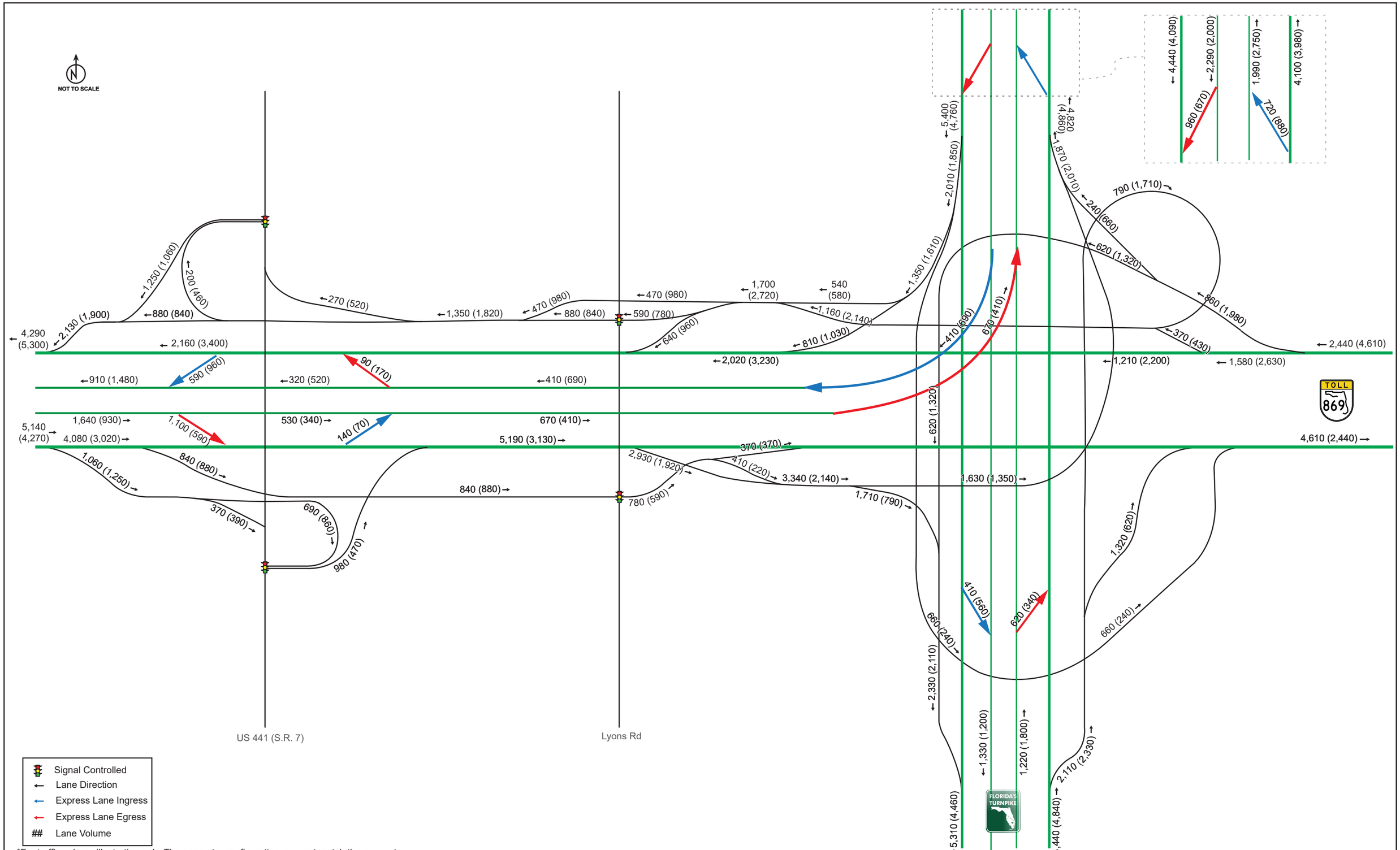
FLY-OVER TRAFFIC

(Ramp traffic to/from Blount Rd. not shown.)

See Figure 5.19

- Signal Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept



*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

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

Sawgrass Expressway (S.R. 869) and Florida's Turnpike (S.R. 91) - 2020 AM (PM) Partial-Build DDHVs

Figure 5.19

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

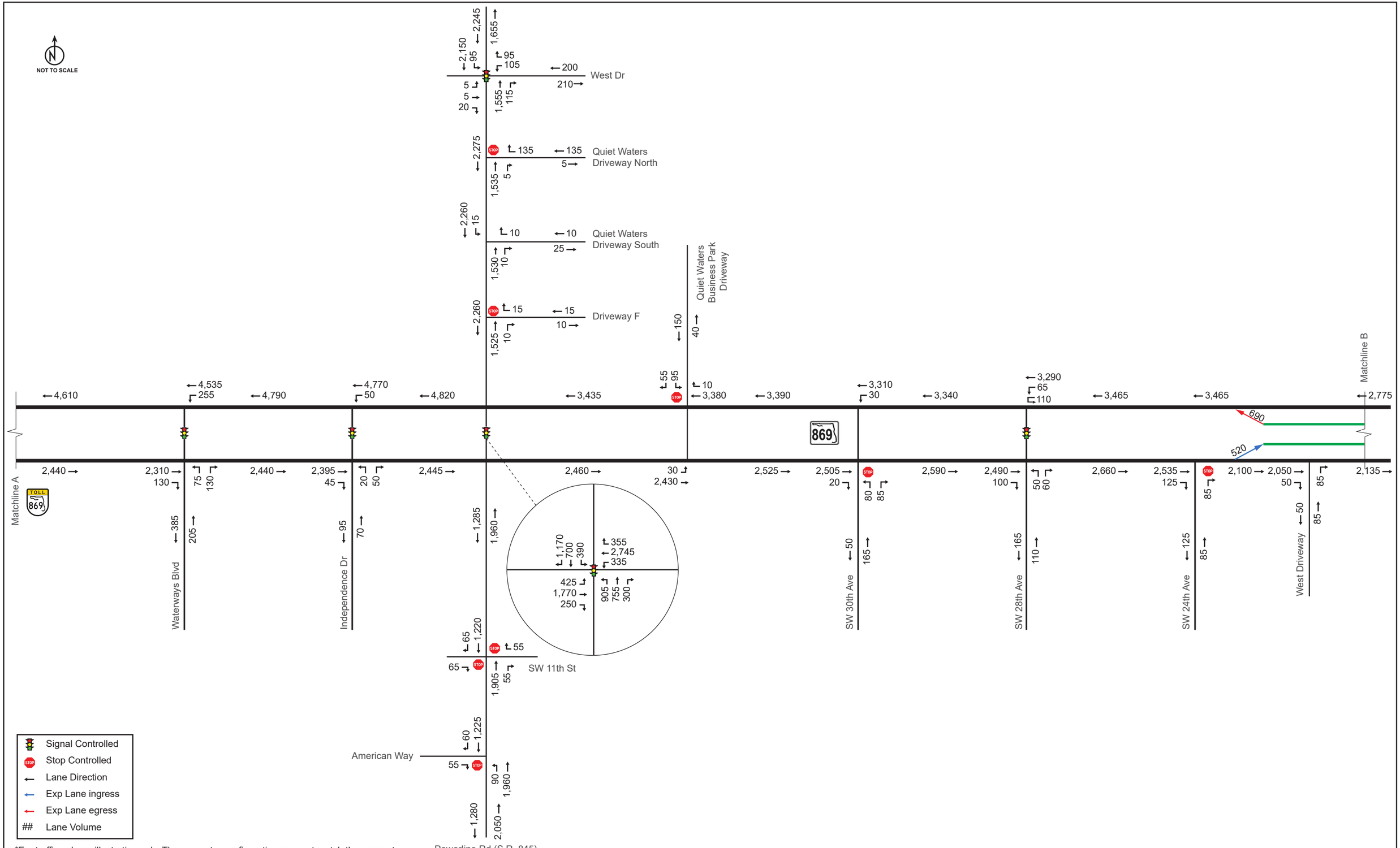
American Way

Powerline Rd (S.R. 845)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane ingress
- Exp Lane egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	SW 10th Street - 2020 AM Partial-Build DDHV's	Figure 5.20



*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

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

SW 10th Street - 2020 PM Partial-Build DDHV's

Figure 5.21

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

E Newport Center Dr

West

East Driveway

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane ingress
Exp Lane egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

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

SW 10th Street and I-95 (S.R. 9) - 2020 AM Partial-Build DDHV's

Figure 5.22

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

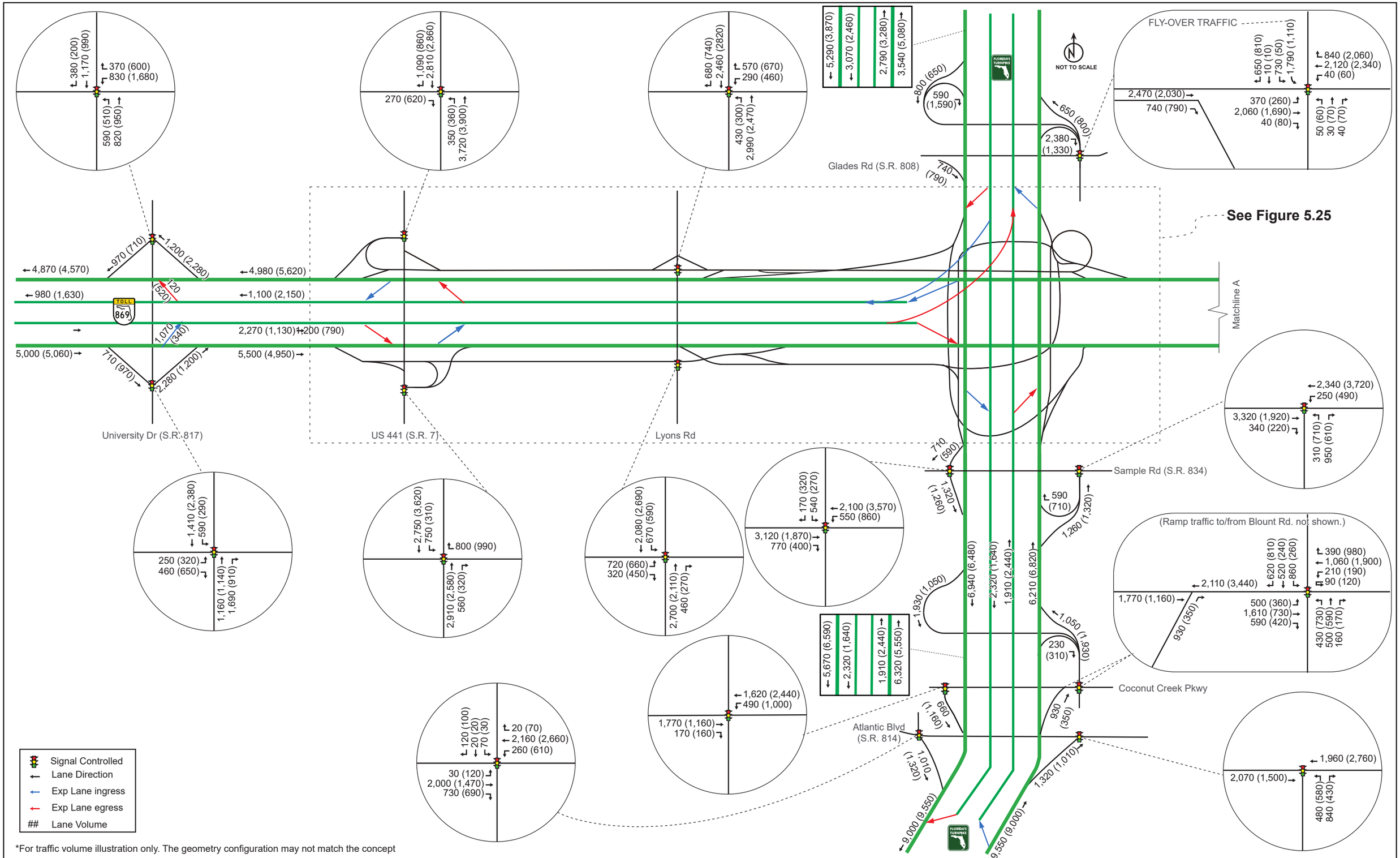
Sample Rd (S.R. 834)

I-95

869

Signal Controlled	
Stop Controlled	
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.



*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) Partial-Build DDHVs	Figure 5.24

NOT TO SCALE

US 441 (S.R. 7)

Lyons Rd

4,980 (5,620)
2,550 (2,260)
1,440 (1,220)
1,110 (1040)
270 (620)
360 (690)
1,740 (2,350)
630 (1,310)
1,110 (1,040)
630 (1,310)
860 (1,130)
680 (1,080)
2,170 (3,520)
640 (700)
1,530 (2,820)
1,070 (1,200)
1,710 (1,900)
2,760 (2,390)
6,860 (6,360)
6,180 (6,560)
2,420 (2,780)
490
1,060 (2,250)
1,050
800 (1,690)
1,290 (2,740)
470 (570)
3,010 (5,570)
2,430 (3,360)
2,320 (3,460)
530 (970)
940 (510)
1,250 (2,260)
1,720 (2,830)
1,100 (2,150)
700 (1,420)
400 (730)
130 (240)
530 (970)
2,270 (1,130)
740 (400)
940 (510)
5,500 (4,950)
4,280 (3,510)
1,530 (730)
200 (110)
5,880 (3,650)
510 (470)
3,560 (2,400)
620 (390)
4,180 (2,790)
2,250 (1,060)
1,930 (1,730)
5,570 (3,010)
1,220 (1,440)
1,040 (1,110)
420 (450)
800 (990)
1,310 (630)
1,040 (1,110)
1,130 (860)
800 (1,690)
1,050 (490)
1,690 (800)
1,050 (490)
820 (910)
970 (620)
3,050 (2,750)
6,330 (5,810)
2,320 (1,640)
1,910 (2,440)
2,750 (3,050)
5,540 (6,210)
5,820 (5,600)
1,040 (760)
3,070 (2,460)
2,790 (3,280)
910 (950)
5,270 (5,610)

TOLL 869

FLORIDA'S TURNPIKE

US 441 (S.R. 7)

Lyons Rd

Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

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

Sawgrass Expressway (S.R. 869) and Florida's Turnpike (S.R. 91) - 2040 AM (PM) Partial-Build DDHVs

Figure 5.25

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

560

1,160

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

880

640

Signal Controlled

Stop Controlled

← Lane Direction

Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

E Newport Center Dr

FAU Research Park Blvd

Sample Rd (S.R. 834)

Signal Controlled	
Stop Controlled	
Lane Direction	
Express Lane Ingress	
Express Lane Egress	
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

FAU Research Park Blvd

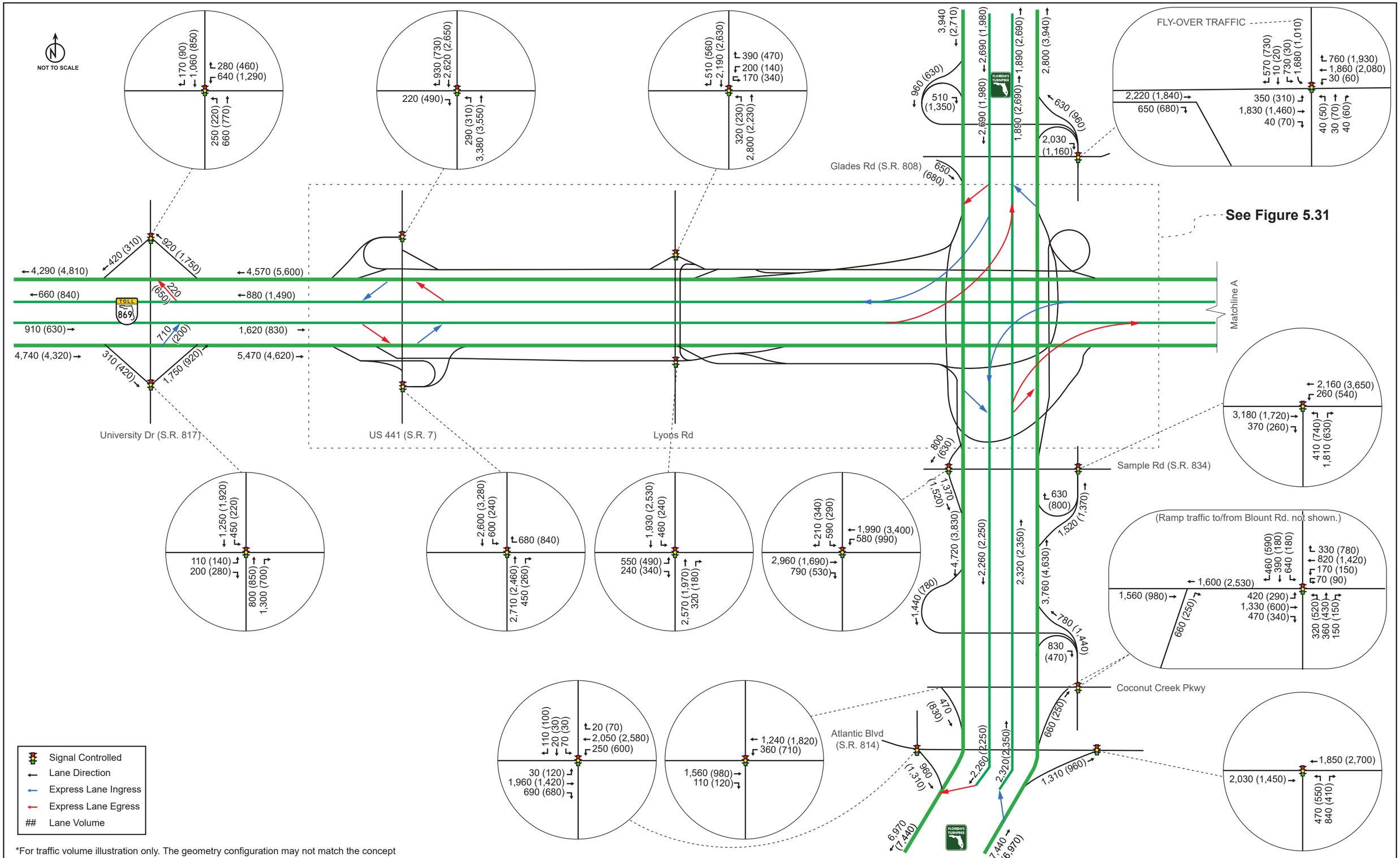
95

869

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
←	Express Lane Ingress
←	Express Lane Egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE



Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2020 AM (PM) Build DDHVs	Figure 5.30

NOT TO SCALE

4,570 (5,600)
2,050 (1,830)
1,220 (1,040)
830 (790)
220 (490)
280 (560)
2,520 (3,770)
2,660 (4,020)
1,330 (1,840)
830 (790)
500 (1,050)
760 (950)
520 (960)
2,370 (3,340)
1,780 (2,960)
1,270 (2,380)
510 (580)
720 (980)
1,850 (2,380)
1,230 (1,560)
2,020 (1,850)
530 (740)
550 (490)
2,040 (2,060)
900 (1,770)
290 (790)
370 (610)
1,130 (1,400)
1,790 (2,800)
4,140 (4,110)
2,690 (1,980)
810 (480)
1,890 (2,690)
440 (800)
4,200 (4,140)

880 (1,490)
140 (250)
740 (1,240)
290 (680)
1,030 (1,920)
860 (1,970)
1,970 (860)
TOLL 869

1,620 (830)
390 (110)
1,230 (720)
500 (270)
1,730 (990)

5,470 (4,620)
4,430 (3,400)
4,580 (2,910)
260 (170)
2,010 (1,500)
360 (790)
790 (360)
2,800 (1,790)

1,040 (1,220)
360 (380)
790 (830)
680 (840)
1,050 (500)
2,830 (1,580)
950 (760)
690 (590)
3,520 (2,170)
1,750 (1,270)
1,770 (900)
790 (290)

790 (290)
550 (700)
630 (590)
1,770 (900)
2,260 (2,250)
2,320 (2,350)
900 (1,770)
4,150 (2,940)
2,870 (4,060)

US 441 (S.R. 7)

Lyons Rd

Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

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

Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2020 AM (PM) Build DDHVs

Figure 5.31

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

*The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept
*The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

SW 10th Street - 2020 PM Build DDHVs

Figure 5.33

NOT TO SCALE

Hillsboro Blvd (S.R. 810)

SW 12th Ave

East Dr

Matchline B

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

E Newport Center Dr

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled	
Stop Controlled	
←	Lane Direction
←	Express Lane Ingress
←	Express Lane Egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

FDOT

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

SW 10th Street and I-95 (S.R. 9) - 2020 PM Build DDHV's

Figure 5.35

FLORIDA'S TURNPIKE

NOT TO SCALE

FLY-OVER TRAFFIC

Glades Rd (S.R. 808)

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Matchline A

See Figure 5.37

(Ramp traffic to/from Blount Rd. not shown.)

- Signal Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) Build DDHV's	Figure 5.36

NOT TO SCALE

5,300 (5,780)
2,370 (2,090)
1,420 (1,200)
300 (660)
950 (890)
380 (750)
1,630 (2,300)
680 (1,410)
950 (890)
1,200 (1,470)
540 (980)
2,160 (2,310)
2,420 (3,860)
1,780 (3,160)
640 (700)
910 (1,110)
1,550 (1,810)
2,760 (2,370)
690 (1,060)
980 (740)
2,450 (2,710)
1,290 (2,360)
560 (1,210)
490 (800)
2,300 (3,210)
1,250 (1,200)
2,930 (3,690)
3,150 (4,100)
2,700 (3,290)
220 (410)
450 (810)
1,090 (2,390)
870 (1,980)
1,320 (2,790)
1,050 (2,630)
2,710 (1,370)
2,630 (1,050)
2,330 (1,090)
1,900 (920)
430 (170)
810 (450)
5,840 (5,300)
4,640 (3,880)
4,780 (3,330)
400 (260)
2,000 (1,740)
420 (900)
900 (420)
3,210 (2,300)
1,200 (1,420)
420 (440)
780 (980)
1,410 (680)
890 (950)
3,180 (1,850)
1,470 (1,200)
1,070 (940)
4,250 (2,790)
1,890 (1,500)
2,360 (1,290)
1,210 (560)
840 (1,060)
950 (890)
1,210 (560)
2,360 (1,290)
2,860 (2,860)
2,860 (2,860)
1,290 (2,360)
5,740 (4,020)
4,020 (5,740)
5,790 (5,450)
1,190 (710)
3,480 (2,670)
2,650 (3,480)
660 (1,190)
5,470 (5,790)

TOLL 869

US 441 (S.R. 7)

Lyons Rd

FLORIDA'S TURNPIKE

Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

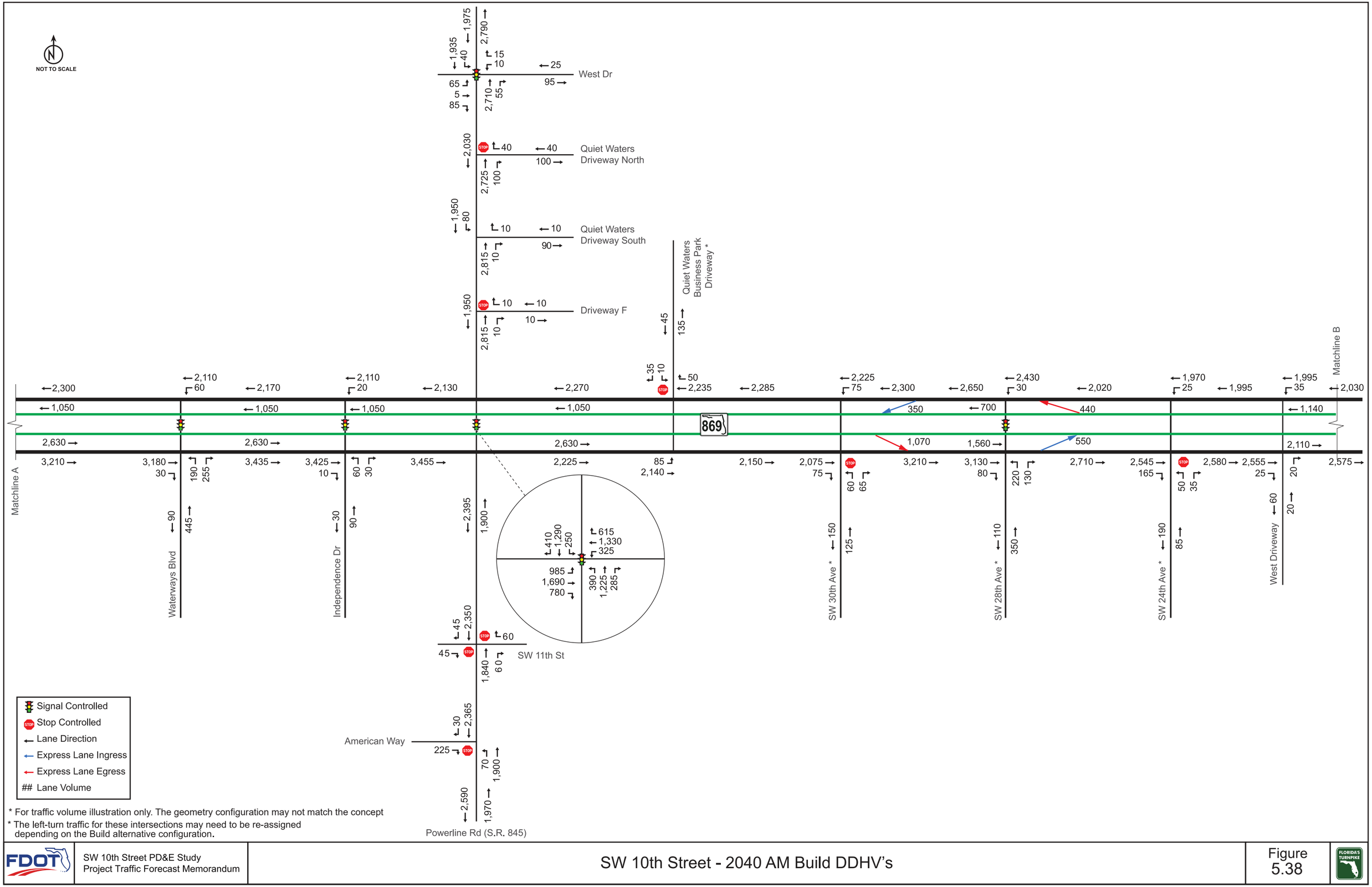
*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

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

Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) Build

Figure 5.37


NOT TO SCALE
West Dr
Quiet Waters Driveway North
Quiet Waters Driveway South
Driveway F
Quiet Waters Business Park Driveway *
Matchline B
Matchline A
869
Waterways Blvd
Independence Dr
SW 30th Ave *
SW 28th Ave *
SW 24th Ave *
West Driveway
SW 11th St
American Way
Powerline Rd (S.R. 845)
Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume
* For traffic volume illustration only. The geometry configuration may not match the concept
* The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway *

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave *

SW 28th Ave *

SW 24th Ave *

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept
* The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled	
Stop Controlled	
Lane Direction	
Express Lane Ingress	
Express Lane Egress	
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

869

95

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

FDOT

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

SW 10th Street and I-95 (S.R. 9) - 2040 PM Build DDHV's

Figure 5.41

FLORIDA'S TURNPIKE

The traffic operations analysis for the roadway segments are based on *2010 Highway Capacity Manual* (HCM) methodologies.

Intersections were analyzed using Synchro software (Version 9.2, Build 914, Revision 6). A lost time adjustment of -2 seconds has been applied to all ramp intersections and major arterials originating movements.

6.1 NO-BUILD 2040

The analysis was performed with 2040 No-Build Directional Design Hour Volumes (DDHV), intersection lane configurations, and signal timing plans, as of May 2018, without optimization.

The results of the 2040 No-Build unsignalized intersection analysis on SW 10th Street and its cross streets are provided in **Table 6.1**. Results show unacceptable performances at three unsignalized intersections along SW 10th Street and one along South Military Trail.

Table 6.1
No-Build 2040 SW 10th Street Unsignalized Design Hour Intersection Analysis Results

Main Roadway	Cross Street	LOS (Delay)	
		AM	PM
SW 10th Street	Industrial Park	F (90.2)	F (285.0)
	SW 30th Avenue	F (140.4)	F (308.7)
	SW 24th Avenue	F (101.3)	F (95.3)
	Driveway East of SW 24th Avenue	A (0.5)	A (0.7)
	Driveway West of S Military Trail	A (1.9)	A (4.4)
S Military Trail	East Drive	A (0.7)	A (0.6)
	Lakes at Deerfield	A (1.2)	A (0.9)
	Horizon Club	B (13.5)	F (*)
Newport Center Drive	SW 12th Avenue	A (4.6)	B (12.7)
Powerline Road (S.R. 845)	Quiet Waters North	A (0.1)	A (0.3)
	Quiet Waters South	A (0.5)	A (0.1)
	American Way	A (0.9)	A (0.4)

Notes:
(*): No delay reported) does not meet HCM 2010 criteria)
Delay is in seconds/vehicle
Level of Service (LOS) E or F, reflecting unacceptable/failing operations

The signalized intersection analysis of the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95 is summarized in **Tables 6.2** through **6.9**.

Results for signalized intersections along Sawgrass Expressway indicate that overall, no intersection fails in either design hour though individual movements operate over capacity (LOS F) in both design hours. The intersections at Lyons Road and Sawgrass Expressway Eastbound ramp and University and Sawgrass Expressway Eastbound ramp operates at capacity (LOS E) in the morning design hour.

Results for signalized intersections along SW 10th Street indicate that the Powerline Road, South Military Trail and I-95 northbound ramps intersections operate(s) at LOS F in both design hours. The East New Port Center Drive intersection operate(s) at LOS F in the afternoon design hour. The SW 28th Avenue in the morning and the FAU Research Boulevard in the afternoon operate at capacity.

Results for signalized intersections along the Turnpike Southern Coin corridor indicate that overall, the intersections Sample Road and Turnpike northbound ramp, Coconut Creek Parkway and Turnpike ramps/NW 31st Avenue operate(s) at LOS F in the morning; the intersections Glades Road and Turnpike ramps and Sample Road at Turnpike southbound ramps operate at capacity in the morning while the Coconut Creek Parkway at Turnpike ramps/NW 31st Avenue operates at capacity in afternoon. No intersection fails in the afternoon design hour.

Results for signalized intersections along the I-95 corridor indicate that the intersection at Hillsboro Boulevard and SW Natura Boulevard operate(s) at LOS F in the morning and operates at capacity in the afternoon. No intersection fails in the afternoon. The intersection of Sample Road and NE 3rd Avenue operates at LOS E in both design hour; the intersection of Hillsboro Boulevard and SW 12th Avenue operates at LOS E in the afternoon.

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

Table 6.2
No-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				D (36.2)		F (247.7)	E (74.3)	C (24.0)			B (13.2)	A (2.3)	D (38.6)
			Approach				F (178.0)			C (29.2)			B (11.3)			
		Volume to Capacity ratio	Movement				0.4		1.42	1.03	0.95			0.92	0.56	
		Queue Length 95th (ft.)	Movement				136		#707	m227	m331			m280	m6	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	D (48.8)		D (37.2)					F (112.8)	B (11.2)	F (235.7)	A (5.1)		E (75.5)
			Approach	D (45.3)						F (98.4)			E (58.9)			
		Volume to Capacity ratio	Movement	0.85		0.47					1.2	0.59	1.37	0.68		
		Queue Length 95th (ft.)	Movement	#317		176					m468	m56	m#768	148		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							E (63.3)	A (0.3)			A (2.8)	A (7.0)	A (4.9)
			Approach							A (5.9)			A (3.9)			
		Volume to Capacity ratio	Movement							0.74	0.62			0.79	0.92	
		Queue Length 95th (ft.)	Movement							m214	0			m108	m86	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								B (14.2)	A (0.1)	F (160.3)	A (0.2)		C (24.4)
			Approach							B (12.0)			D (37.1)			
		Volume to Capacity ratio	Movement								0.89	0.39	1.17	0.46		
		Queue Length 95th (ft.)	Movement								m153	m0	#687	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (29.8)		A (0.4)	C (34.8)	A (6.4)			C (25.3)	A (0.4)	B (19.4)
			Approach				C (20.8)			B (18.1)			B (19.5)			
		Volume to Capacity ratio	Movement				0.76		0.27	0.69	0.28			0.6	0.26	
		Queue Length 95th (ft.)	Movement				200		0	227	171			175	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (33.8)		A (0.5)					B (15.3)	F (157.4)	C (34.2)	A (1.5)		E (58.3)
			Approach	B (12.4)						F (102.2)			B (11.3)			
		Volume to Capacity ratio	Movement	0.49		0.3					0.38	1.25	0.77	0.42		
		Queue Length 95th (ft.)	Movement	70		0					125	#669	251	0		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.3
No-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (29.6)		F (203.9)	F (174.0)	C (21.8)			B (16.4)	A (1.9)	D (39.7)
			Approach				F (133.3)			D (35.2)			B (13.9)			
		Volume to Capacity ratio	Movement				0.5		1.34	1.23	0.87			1.01	0.59	
		Queue Length 95th (ft.)	Movement				184		#738	m#177	m300			m157	m0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (31.1)		C (33.4)					D (51.9)	A (3.3)	F (179.2)	B (17.2)		D (43.6)
			Approach	C (32.1)						D (46.5)			D (44.6)			
		Volume to Capacity ratio	Movement	0.6		0.65					1.08	0.34	1.28	0.99		
		Queue Length 95th (ft.)	Movement	222		258					m#460	m8	m#473	m223		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							F (80.4)	A (0.5)			B (17.8)	B (15.3)	B (12.2)
			Approach							A (7.6)			B (17.2)			
		Volume to Capacity ratio	Movement							0.79	0.65			0.8	0.71	
		Queue Length 95th (ft.)	Movement							271	0			m776	m551	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								C (21.2)	A (0.0)	E (58.9)	A (0.4)		B (11.2)
			Approach							B (18.8)			A (5.3)			
		Volume to Capacity ratio	Movement								0.71	0.23	0.73	0.6		
		Queue Length 95th (ft.)	Movement								m393	m0	m226	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (26.9)		A (0.9)	D (45.7)	B (18.9)			C (34.8)	A (0.2)	C (24.5)
			Approach				C (20.1)			C (28.2)			C (29.2)			
		Volume to Capacity ratio	Movement				0.91		0.44	0.84	0.45			0.77	0.13	
		Queue Length 95th (ft.)	Movement				#387		0	#219	216			162	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (34.9)		A (0.9)					B (11.5)	A (2.3)	C (29.3)	A (4.1)		A (7.7)
			Approach	B (12.2)						A (7.2)			A (6.7)			
		Volume to Capacity ratio	Movement	0.6		0.43					0.31	0.67	0.52	0.74		
		Queue Length 95th (ft.)	Movement	86		0					99	0	m110	32		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.4
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		E (65.9)	A (9.5)	E (75.5)	B (10.6)		E (69.1)		F (105.7)				D (49.0)
			Approach	E (65.7)			B (12.9)			F (96.7)						
		Volume to Capacity ratio	Movement		1.07	0.01	0.6	0.56		0.42		0.9				
		Queue Length 95th (ft.)	Movement		#1917	12	168	441		190		#403				
	Independence Drive	LOS (Delay)	Movement		C (31.9)	A (4.4)	F (422.5)	B (12.9)		F (85.0)		F (82.4)				C (27.1)
			Approach	C (31.8)			B (16.6)			F (83.3)						
		Volume to Capacity ratio	Movement		0.95	0.01	0.24	0.51		0.41		0.04				
		Queue Length 95th (ft.)	Movement		m1493	m2	m9	m529		79		54				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	F (105.0)	F (119.1)	C (27.4)	F (139.3)	F (88.3)	D (46.0)	F (90.2)	F (89.3)	E (56.5)	E (73.3)	F (169.0)	F (148.3)	F (107.0)
			Approach	F (102.9)			F (90.1)			F (83.9)			F (155.1)			
		Volume to Capacity ratio	Movement	1.07	1.16	0.6	1.02	1.05	0.42	0.84	1	0.55	0.66	1.19	0.37	
		Queue Length 95th (ft.)	Movement	m#693	#1400	m245	m#298	m#822	m258	#284	#768	345	175	#856	255	
	SW 28th Avenue	LOS (Delay)	Movement		E (79.6)	A (9.8)	F (201.4)	B (19.7)		F (180.5)		E (77.9)				E (59.3)
			Approach	E (78.6)			C (21.1)			F (145.6)						
		Volume to Capacity ratio	Movement		1.05	0.03	0.18	0.67		1.08		0.24				
		Queue Length 95th (ft.)	Movement		m1495	m12	m4	m863		#364		91				
	South Military Trail	LOS (Delay)	Movement	F (95.2)	E (77.2)	C (32.4)	F (262.5)	F (152.7)	F (105.6)	F (85.6)	F (267.5)	F (452.8)	F (125.7)	E (66.5)	E (59.0)	F (151.2)
			Approach	E (76.8)			F (161.8)			F (317.7)			F (85.6)			
		Volume to Capacity ratio	Movement	0.84	1.07	0.13	1.42	1.12	0.38	0.7	1.41	1.81	1.03	0.75	0.49	
		Queue Length 95th (ft.)	Movement	m229	m#1179	m20	#408	#1386	437	173	#912	#1205	#464	463	275	
	East Newport Center Drive	LOS (Delay)	Movement	F (150.1)	B (19.2)		F (448.2)	B (17.3)	A (8.2)	F (84.9)	F (84.9)	F (82.1)	F (84.8)	F (84.4)	F (82.3)	D (53.0)
			Approach	C (30.5)			E (77.5)			F (83.2)			F (83.2)			
		Volume to Capacity ratio	Movement	1.14	0.86		1.76	0.69	0.3	0.44	0.45	0.07	0.4	0.37	0.08	
		Queue Length 95th (ft.)	Movement	m#311	m904		#998	840	176	87	89	71	72	72	59	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		E (79.9)	A (0.5)	F (226.8)	A (0.2)								D (54.8)
			Approach	E (60.4)			D (50.4)									
		Volume to Capacity ratio	Movement		0.83	0.48	1.32	0.48								
		Queue Length 95th (ft.)	Movement		694	0	#1603	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.8)			A (7.1)					E (56.3)		A (2.2)	B (10.6)
			Approach	A (9.8)			A (7.1)						B (18.6)			
		Volume to Capacity ratio	Movement		0.68			0.68					0.5		0.66	
		Queue Length 95th (ft.)	Movement		706			m125					286		0	

Table 6.4 (continued)
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Northbound Ramps	LOS (Delay)	Movement		C (22.6)	A (7.4)	F (275.5)	D (41.1)		F (213.6)		F (261.0)				F (81.4)
			Approach	B (14.6)			E (72.1)			F (228.3)						
		Volume to Capacity ratio	Movement		0.65	0.91	1.38	0.81		1.3		1.38				
		Queue Length 95th (ft.)	Movement		591	1290	#683	784		#879		#993				
	FAU Research Park Boulevard	LOS (Delay)	Movement	F (126.4)	C (22.9)		C (23.2)	C (25.9)	B (17.3)	F (148.6)	E (58.0)	E (56.3)	E (75.3)	E (65.3)	F (118.8)	D (48.7)
			Approach	D (38.4)			C (25.3)			F (95.8)			F (93.1)			
		Volume to Capacity ratio	Movement	1.09	0.55		0.68	0.61	0.06	1.09	0.27	0.1	0.84	0.64	0.99	
		Queue Length 95th (ft.)	Movement	#428	410		124	476	20	#444	117	69	#372	292	#500	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (91.3)	F (81.0)		F (88.0)		F (86.1)		B (18.8)	A (2.8)	D (49.5)	A (9.4)		B (17.4)
			Approach	F (84.9)			F (86.9)			B (18.5)			B (10.2)			
		Volume to Capacity ratio	Movement	0.62	0.19		0.28		0.01		0.93	0.04	0.51	0.73		
		Queue Length 95th (ft.)	Movement	132	85		38		0		m1562	m0	48	732		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.5
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (19.7)	B (10.6)	**F (101.7)**	A (5.9)		**F (84.5)**		**F (81.4)**				B (18.3)
			Approach	B (19.4)			B (14.2)			**F (82.1)**						
		Volume to Capacity ratio	Movement		0.68	0.05	0.99	0.8		0.51		0.11				
		Queue Length 95th (ft.)	Movement		671	32	m#551	473		102		82				
	Independence Drive	LOS (Delay)	Movement		A (1.9)	A (0.4)	C (22.7)	B (12.0)		**F (84.2)**		**F (83.5)**				A (9.1)
			Approach	A (1.9)			B (12.2)			**F (83.6)**						
		Volume to Capacity ratio	Movement		0.59	0.02	0.44	0.87		0.16		0.04				
		Queue Length 95th (ft.)	Movement		67	m1	m3	m116		37		54				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	**F (224.8)**	D (48.3)	D (49.1)	**E (74.1)**	**F (158.9)**	D (48.6)	**F (252.4)**	**F (91.6)**	D (54.6)	**F (100.8)**	**F (83.3)**	**F (497.5)**	**F (146.5)**
			Approach	**F (84.2)**			**F (137.5)**			**F (129.8)**			**F (241.9)**			
		Volume to Capacity ratio	Movement	1.26	0.83	0.33	0.8	1.21	0.41	1.36	1.01	0.45	0.74	0.98	1.95	
		Queue Length 95th (ft.)	Movement	#519	544	174	m226	m#1387	m244	#645	#751	261	m214	#621	#1672	
	SW 28th Avenue	LOS (Delay)	Movement		B (11.7)	A (0.1)	D (47.0)	D (40.2)		**F (87.5)**		**F (80.2)**				C (28.7)
			Approach	B (11.1)			D (40.4)			**F (84.4)**						
		Volume to Capacity ratio	Movement		0.79	0.07	0.44	0.98		0.57		0.03				
		Queue Length 95th (ft.)	Movement		516	m0	m8	m1285		121		44				
	South Military Trail	LOS (Delay)	Movement	**F (314.4)**	**E (61.2)**	C (23.6)	**E (78.7)**	**F (342.0)**	**E (55.4)**	**F (92.2)**	**E (68.3)**	**E (61.8)**	**F (85.3)**	**F (92.3)**	**F (96.5)**	**F (157.2)**
			Approach	**F (97.7)**			**F (263.3)**			**E (70.4)**			**F (92.5)**			
		Volume to Capacity ratio	Movement	1.44	1.01	0.15	0.91	1.63	0.66	0.78	0.8	0.6	0.75	0.99	0.96	
		Queue Length 95th (ft.)	Movement	#452	#958	m31	m291	m#2176	m338	#191	507	351	217	#758	#731	
	East Newport Center Drive	LOS (Delay)	Movement	**F (83.0)**	B (16.6)		**F (208.8)**	D (51.2)	B (14.8)	**F (113.5)**	**F (115.7)**	**F (406.9)**	**E (65.1)**	**E (65.1)**	**F (262.3)**	**F (81.8)**
			Approach	B (18.7)			**E (57.5)**			**F (275.4)**			**F (215.5)**			
		Volume to Capacity ratio	Movement	0.73	0.76		1.15	1.02	0.11	0.91	0.92	1.68	0.22	0.23	1.36	
		Queue Length 95th (ft.)	Movement	m78	m229		#380	#1358	34	#408	#416	#824	122	123	#727	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		**F (88.5)**	A (0.5)	**F (101.0)**	A (0.2)								D (41.4)
			Approach	**E (66.3)**			C (22.6)									
		Volume to Capacity ratio	Movement		1	0.48	1.03	0.48								
		Queue Length 95th (ft.)	Movement		m625	m0	#843	0								

Table 6.5 (continued)
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (12.6)			A (9.9)					D (54.0)		A (4.1)	B (11.9)
			Approach	B (12.6)			A (9.9)						B (14.4)			
		Volume to Capacity ratio	Movement		0.66			0.63					0.36		0.79	
		Queue Length 95th (ft.)	Movement		m661			m151					205		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		D (52.5)	A (1.7)	**E (75.3)**	C (32.6)		**F (441.1)**		**F (501.6)**				**F (148.4)**
			Approach	C (31.5)			D (39.6)			**F (460.0)**						
		Volume to Capacity ratio	Movement		0.88	0.67	0.81	0.66		1.8		1.92				
		Queue Length 95th (ft.)	Movement		818	380	#528	590		#1186		#1305				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (40.1)	C (29.1)		**F (147.0)**	C (23.2)	B (17.6)	**F (567.3)**	**E (57.8)**	**E (56.1)**	**E (77.2)**	**F (113.1)**	**F (136.8)**	**E (79.2)**
			Approach	C (30.4)			D (40.0)			**F (321.3)**			**F (113.6)**			
		Volume to Capacity ratio	Movement	0.87	0.72		1.11	0.49	0.09	2.08	0.25	0.09	0.85	0.99	1.05	
		Queue Length 95th (ft.)	Movement	#272	601		#417	353	39	#655	107	63	#391	#531	#542	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	**F (85.1)**	**F (85.6)**		**F (93.7)**		**E (74.5)**		C (26.3)	A (0.2)	**F (81.2)**	B (15.7)		C (25.2)
			Approach	**F (85.5)**			**F (84.7)**			C (24.9)			B (18.6)			
		Volume to Capacity ratio	Movement	0.08	0.14		0.75		0.11		0.94	0.08	0.76	0.82		
		Queue Length 95th (ft.)	Movement	21	47		220		72		m#714	m0	140	1101		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.6
No-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	**F (111.4)**	A (9.7)		D (47.1)	**F (146.7)**	A (0.3)	D (50.9)	D (51.0)	D (48.5)	**F (137.9)**	**F (127.9)**	A (0.3)	**E (68.9)**
			Approach	C (31.6)			**F (98.1)**			D (50.2)			**E (71.6)**			
		Volume to Capacity ratio	Movement	1.14	0.74		0.46	1.25	0.39	0.44	0.45	0.03	1.17	1.14	0.31	
		Queue Length 95th (ft.)	Movement	m#327	m154		m46	m#739	m0	72	76	0	#682	#666	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		**F (95.6)**	A (0.2)	**F (144.1)**	A (7.7)					**F (171.0)**		A (0.2)	**E (68.5)**
			Approach	**E (72.1)**			D (44.6)						**F (128.7)**			
		Volume to Capacity ratio	Movement		1.15	0.65	1.16	0.56					1.18		0.15	
		Queue Length 95th (ft.)	Movement		m#1490	m0	#705	274					#643		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		**F (84.8)**	A (0.1)	**F (220.9)**	B (12.3)		**E (57.8)**		**F (224.6)**				**F (87.2)**
			Approach	**E (75.9)**			D (35.7)			**F (182.5)**						
		Volume to Capacity ratio	Movement		1.17	0.45	1.26	0.57		0.44		1.35				
		Queue Length 95th (ft.)	Movement		m554	m0	#359	444		225		#1092				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		A (9.9)	A (0.1)	D (46.1)	A (0.2)								A (10.0)
			Approach	A (9.1)			B (10.8)									
		Volume to Capacity ratio	Movement		0.6	0.11	0.54	0.35								
		Queue Length 95th (ft.)	Movement		339	m0	274	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (1.8)			A (0.1)				D (52.6)				B (10.5)
			Approach	A (1.8)			A (0.1)			D (52.6)						
		Volume to Capacity ratio	Movement		0.6			0.31				0.79				
		Queue Length 95th (ft.)	Movement		12			0				354				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	**E (77.1)**	**F (99.7)**	C (20.5)	**F (174.0)**	**E (56.8)**	B (15.6)	**E (72.2)**	**F (167.7)**	**E (57.8)**	**F (163.4)**	**E (68.0)**	A (0.8)	**F (83.4)**
			Approach	**E (78.2)**			**E (68.1)**			**F (113.0)**			**F (88.0)**			
		Volume to Capacity ratio	Movement	0.95	1.14	0.64	1.16	0.91	0.25	0.85	1.18	0.11	1.2	0.83	0.41	
		Queue Length 95th (ft.)	Movement	#400	#1217	218	#302	#678	63	#322	#457	37	#679	#349	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		D (37.0)			C (22.4)		**E (77.6)**		**F (110.8)**				D (44.6)
			Approach	D (37.0)			C (22.4)			**F (88.2)**						
		Volume to Capacity ratio	Movement		0.74			0.7		0.98		1.05				
		Queue Length 95th (ft.)	Movement		960			524		#762		#914				
	Turnpike South Ramps	LOS (Delay)	Movement	**E (74.4)**	B (18.2)	B (19.9)	**E (60.0)**	B (11.1)	A (5.8)					**E (65.5)**	**E (74.1)**	B (19.9)
			Approach	B (19.3)			B (16.2)						**E (70.4)**			
		Volume to Capacity ratio	Movement	0.37	0.67	0.65	0.64	0.65	0.01					0.45	0.68	
		Queue Length 95th (ft.)	Movement	72	652	456	m169	m418	m0					155	203	

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.7
No-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	E (62.5)	A (5.9)		D (38.1)	C (20.3)	E (59.5)	D (44.8)	E (76.8)	D (42.5)	D (45.1)	D (45.1)	A (0.4)	C (31.1)
			Approach	B (18.0)			D (41.1)			E (58.8)			A (3.4)			
		Volume to Capacity ratio	Movement	0.91	0.49		0.53	0.97	1.01	0.45	0.82	0.05	0.33	0.33	0.38	
		Queue Length 95th (ft.)	Movement	m#221	m113		m39	m324	m526	83	#184	0	57	57	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		D (46.3)	A (0.7)	D (38.5)	A (7.4)					F (101.8)		A (0.4)	C (24.1)
			Approach	C (33.8)			B (15.8)						D (49.0)			
		Volume to Capacity ratio	Movement		0.94	0.42	0.99	0.9					0.99		0.25	
		Queue Length 95th (ft.)	Movement		#541	0	m#684	483					#260		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		A (4.2)	A (0.5)	D (37.1)	A (5.4)		E (63.6)		C (28.4)				B (15.4)
			Approach	A (3.7)			A (9.4)			D (46.4)						
		Volume to Capacity ratio	Movement		0.81	0.32	0.84	0.95		0.92		0.58				
		Queue Length 95th (ft.)	Movement		m103	m0	m206	m115		#351		283				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		B (15.9)	A (0.1)	D (45.8)	A (0.3)								B (13.7)
			Approach	B (13.9)			B (13.6)									
		Volume to Capacity ratio	Movement		0.45	0.11	0.79	0.51								
		Queue Length 95th (ft.)	Movement		321	0	545	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (3.7)			A (0.0)				C (31.9)				A (3.1)
			Approach	A (3.7)						C (31.9)						
		Volume to Capacity ratio	Movement		0.45			0.49				0.19				
		Queue Length 95th (ft.)	Movement		38			m0				88				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	F (162.5)	C (20.7)	A (7.5)	E (73.2)	F (122.3)	C (22.7)	F (158.9)	E (74.1)	D (53.6)	F (82.3)	E (75.0)	A (1.3)	E (75.1)
			Approach	D (50.3)			F (86.2)			F (113.7)			C (30.6)			
		Volume to Capacity ratio	Movement	1.17	0.49	0.39	0.73	1.17	0.65	1.18	0.88	0.23	0.8	0.69	0.54	
		Queue Length 95th (ft.)	Movement	#359	242	5	221	#1444	302	#661	#434	116	#213	181	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		C (29.6)			C (28.2)		E (63.4)		F (82.4)				D (36.4)
			Approach	C (29.6)			C (28.2)			E (69.4)						
		Volume to Capacity ratio	Movement		0.48			0.92		0.86		0.92				
		Queue Length 95th (ft.)	Movement		627			1090		462		#573				
	Turnpike South Ramps	LOS (Delay)	Movement	E (75.0)	C (26.2)	C (31.1)	E (56.6)	C (22.7)	B (16.1)					E (66.6)	E (74.1)	C (30.6)
			Approach	C (30.3)			C (28.8)						E (71.0)			
		Volume to Capacity ratio	Movement	0.67	0.59	0.66	0.78	0.86	0.05					0.39	0.64	
		Queue Length 95th (ft.)	Movement	205	403	356	m#503	964	m15					127	176	

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.8
No-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	F (195.4)	C (31.1)		F (82.0)	B (18.3)	A (9.5)	E (65.8)	F (82.3)	D (54.2)	E (74.5)	E (74.4)	D (53.6)	D (41.2)
			Approach	D (49.9)			C (25.9)			E (64.8)			E (67.5)			
		Volume to Capacity ratio	Movement	1.22	0.84		0.8	0.57	0.44	0.29	0.75	0.52	0.33	0.33	0.02	
		Queue Length 95th (ft.)	Movement	#603	951		m229	m504	m173	84	229	229	66	66	0	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (1.0)		B (13.2)					F (151.5)		F (86.2)	C (34.5)
			Approach	A (0.4)			B (13.2)						F (114.0)			
		Volume to Capacity ratio	Movement		0.31	0.59		0.5					1.17		1	
		Queue Length 95th (ft.)	Movement		0	269		m286					#1045		#679	
	SW Natura Boulevard	LOS (Delay)	Movement	F (232.5)	B (19.4)	A (10.0)	E (73.6)	C (26.8)		F (664.4)	E (68.2)	E (65.0)	E (66.5)	E (71.4)		F (96.5)
			Approach	D (49.5)			C (28.6)			F (452.2)			E (69.9)			
		Volume to Capacity ratio	Movement	1.32	0.59	0.09	0.58	0.74		2.3	0.47	0.11	0.28	0.11		
		Queue Length 95th (ft.)	Movement	m#609	m519	m29	148	687		#984	155	76	74	66		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		B (17.1)		F (92.2)	A (2.4)		F (80.9)		E (63.2)				B (17.7)
			Approach	B (17.1)			A (9.6)			E (70.9)						
		Volume to Capacity ratio	Movement		0.54		0.79	0.5		0.75		0.13				
		Queue Length 95th (ft.)	Movement		431		#287	47		234		76				
	NW 5th Avenue	LOS (Delay)	Movement	E (61.8)	A (2.1)			C (20.1)	C (26.5)				E (70.7)		E (64.1)	B (16.4)
			Approach	A (4.4)			C (20.4)						E (68.1)			
		Volume to Capacity ratio	Movement	0.67	0.5			0.47	0.06				0.67		0.23	
		Queue Length 95th (ft.)	Movement	#188	51			413	m42				184		99	
	I-95 Southbound Ramps	LOS (Delay)	Movement		B (11.1)	A (2.0)		B (11.6)					C (25.0)		C (29.8)	B (12.8)
			Approach	A (7.6)			B (11.6)						C (27.5)			
		Volume to Capacity ratio	Movement		0.46	0.67		0.51					0.55		0.74	
		Queue Length 95th (ft.)	Movement		244	564		306					156		204	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (9.4)			B (14.5)	A (0.2)	C (28.4)		C (27.9)				B (14.2)
			Approach	A (9.4)			B (11.1)			C (28.2)						
		Volume to Capacity ratio	Movement		0.42			0.63	0.38	0.66		0.62				
		Queue Length 95th (ft.)	Movement		235			m600	m0	173		151				
	NE 3rd Avenue	LOS (Delay)	Movement	E (60.7)	D (37.4)		E (74.9)	E (67.7)		D (41.9)	D (49.2)	D (43.5)	D (43.9)	E (56.4)	F (108.2)	E (60.4)
			Approach	D (43.1)			E (67.9)			D (45.1)			F (87.7)			
		Volume to Capacity ratio	Movement	0.78	0.57		0.53	0.99		0.67	0.46	0.05	0.32	0.55	0.99	
		Queue Length 95th (ft.)	Movement	227	472		111	#882		271	297	0	124	303	#601	

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.9
No-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	**E (69.9)**	**E (59.5)**		**F (90.3)**	C (29.6)	A (2.2)	**E (76.8)**	**E (65.3)**	**F (132.5)**	**F (86.0)**	**F (86.8)**	**E (63.3)**	**E (57.1)**
			Approach	**E (59.7)**			D (35.5)			**F (110.4)**			**E (77.3)**			
		Volume to Capacity ratio	Movement	0.34	0.99		0.72	0.94	0.04	0.73	0.06	1.07	0.88	0.88	0.77	
		Queue Length 95th (ft.)	Movement	94	#1104		221	#1153	m2	178	31	#518	#421	#431	271	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (0.5)		B (17.9)					**F (122.5)**		D (44.7)	C (23.7)
			Approach	A (0.2)			B (17.9)						**F (85.1)**			
		Volume to Capacity ratio	Movement		0.42	0.55		0.7					1.11		0.65	
		Queue Length 95th (ft.)	Movement		m0	m7		m441					#1080		399	
	SW Natura Boulevard	LOS (Delay)	Movement	**E (77.0)**	**E (58.9)**	C (24.1)	**F (94.3)**	**E (66.1)**		**F (161.9)**	D (50.1)	D (50.8)	D (48.6)	**F (86.9)**		**E (67.2)**
			Approach	**E (55.4)**			**E (67.7)**			**F (125.7)**			**E (77.0)**			
		Volume to Capacity ratio	Movement	0.63	1.01	0.38	0.83	1.02		1.18	0.03	0.09	0.36	0.86		
		Queue Length 95th (ft.)	Movement	m154	m#1183	m252	#274	#1300		#515	26	56	141	334		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		1 (20.3)		1.11 (65.3)	0.32 (6.0)		1 (69.9)		1 (65.5)				
			Approach	20.5 (0.2)			97.5 (25.2)			81.1 (11.2)						
		Volume to Capacity ratio	Movement		4466		298	4106		174		156				
		Queue Length 95th (ft.)	Movement		511		#451	53		196		64				
	NW 5th Avenue	LOS (Delay)	Movement	**F (87.3)**	A (1.6)			B (14.4)	C (26.0)				**E (71.4)**		**E (65.8)**	B (15.2)
			Approach	A (7.6)			B (15.7)						**E (68.9)**			
		Volume to Capacity ratio	Movement	0.93	0.5			0.64	0.2				0.61		0.11	
		Queue Length 95th (ft.)	Movement	#369	40			m413	m55				147		72	
	I-95 Southbound Ramps	LOS (Delay)	Movement		C (20.4)	A (0.9)		B (18.0)					C (25.9)		**E (62.8)**	C (23.1)
			Approach	B (15.2)			B (18.0)						D (47.0)			
		Volume to Capacity ratio	Movement		0.55	0.47		0.74					0.61		1.01	
		Queue Length 95th (ft.)	Movement		543	53		m347					183		#358	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (23.7)			B (13.1)	A (0.2)	**F (103.2)**		C (32.2)				D (35.2)
			Approach	C (23.7)			B (10.6)			**E (76.9)**						
		Volume to Capacity ratio	Movement		0.66			0.67	0.29	1.14		0.83				
		Queue Length 95th (ft.)	Movement		533			256	m0	#489		#282				
	NE 3rd Avenue	LOS (Delay)	Movement	**E (66.8)**	D (50.0)		**E (76.1)**	D (52.2)		**F (83.3)**	**E (67.5)**	D (48.5)	D (51.0)	**F (80.3)**	**E (68.6)**	**E (57.6)**
			Approach	D (53.3)			D (53.6)			**E (70.1)**			**E (70.6)**			
		Volume to Capacity ratio	Movement	0.85	0.88		0.66	0.9		0.94	0.79	0.08	0.44	0.83	0.7	
		Queue Length 95th (ft)	Movement	341	#941		183	#863		#334	441	17	102	361	283	

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

6.2 PARTIAL-BUILD 2040

The analysis was performed with 2040 Partial-Build Directional Design Hour Volumes (DDHV), intersection lane configurations, and signal timing plans, as of May 2018, without optimization.

The results of the 2040 Partial-Build unsignalized intersection analysis on SW 10th Street and its cross streets are provided in **Table 6.10**. Results show failures at three unsignalized intersections along SW 10th Street and one along South Military Trail.

Table 6.10
Partial-build 2040 SW 10th Street Unsignalized Design Hour Intersection Analysis Results

Main Roadway	Cross Street	LOS (Delay)	
		AM	PM
SW 10th Street	Industrial Park	F (67.8)	F (*)
	SW 30th Avenue	F (*)	F (301.8)
	SW 24th Avenue	A (8.0)	A (1.4)
	Driveway East of SW 24th Ave	A (0.2)	A (0.7)
	Driveway West of S Military Trail	A (0.3)	A (1.0)
S Military Trail	East Drive	A (0.7)	A (0.8)
	Lakes at Deerfield	A (1.1)	A (1.0)
	Horizon Club	A (7.3)	F (424.1)
Newport Center Drive	SW 12th Avenue	A (5.2)	D (30.6)
Powerline Road (S.R. 845)	Quiet Waters North	A (0.1)	A (0.3)
	Quiet Waters South	A (1.3)	A (0.1)
	American Way	A (1.1)	A (0.5)

Notes:
(*): No delay reported (does not meet HCM 2010 criteria)
Delay is in seconds/vehicle
Level of Service (LOS) E or F, reflecting unacceptable/failing operations

The signalized intersection analysis of the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95 is summarized in **Tables 6.11** through **6.18**.

Results for signalized intersections along Sawgrass Expressway indicate that no intersection fails in either design hour.

Results for signalized intersections along SW 10th Street indicate that the Waterways Boulevard, Independence Drive, South Powerline Road, SW 28th Avenue, and South Military Trail intersections operate at or over capacity (LOS E or LOS F) in both peak hours. The East Newport Center Drive intersection operates at LOS E in the afternoon design hour.

Results for signalized intersections along the Turnpike Southern Coin corridor indicate that the intersection at Coconut Creek Parkway and Turnpike ramps/NW 31st Avenue fail in the morning and operates at LOS E in the afternoon peak.

Results for signalized intersections along the I-95 corridor indicate that the intersection at Hillsboro Boulevard and SW Natura Boulevard operates at full capacity (LOS E) in both peak periods.

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

Table 6.11
Partial-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				D (38.0)		E (59.5)	C (29.1)	B (18.4)			A (8.7)	A (4.0)	B (18.3)
			Approach				D (52.3)			B (19.7)			A (7.8)			
		Volume to Capacity ratio	Movement				0.32		0.89	0.7	0.91			0.73	0.57	
		Queue Length 95th (ft.)	Movement				93		#294	m164	422			m201	m16	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	D (46.0)		D (47.4)					A (5.1)	A (0.7)	D (49.3)	A (2.9)		B (14.2)
			Approach	D (46.4)						A (4.5)			B (13.8)			
		Volume to Capacity ratio	Movement	0.79		0.71					0.87	0.47	0.9	0.63		
		Queue Length 95th (ft.)	Movement	226		#267					m62	m0	#335	67		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							E (80.0)	A (0.3)			A (2.8)	A (6.3)	A (5.6)
			Approach							A (7.5)			A (3.7)			
		Volume to Capacity ratio	Movement							0.84	0.62			0.77	0.91	
		Queue Length 95th (ft.)	Movement							m227	0			m96	m82	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								A (9.6)	A (0.1)	E (70.6)	A (0.2)		B (12.0)
			Approach							A (8.1)			B (15.9)			
		Volume to Capacity ratio	Movement								0.95	0.38	0.93	0.46		
		Queue Length 95th (ft.)	Movement								m211	m0	#550	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (33.2)		A (0.4)	D (39.6)	A (4.3)			C (20.6)	A (0.4)	B (18.8)
			Approach				C (23.1)			B (18.6)			B (15.8)			
		Volume to Capacity ratio	Movement				0.8		0.25	0.79	0.28			0.49	0.26	
		Queue Length 95th (ft.)	Movement				190		0	230	38			152	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (34.1)		A (0.5)					B (13.6)	F (109.0)	D (37.9)	A (1.5)		D (41.1)
			Approach	B (12.3)						E (68.9)			B (11.8)			
		Volume to Capacity ratio	Movement	0.51		0.31					0.37	1.13	0.79	0.41		
		Queue Length 95th (ft.)	Movement	70		0					118	#477	m229	0		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.12
Partial-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (30.8)		D (42.8)	E (59.0)	B (15.0)			A (5.9)	A (7.3)	B (15.8)
			Approach				D (37.9)			B (19.5)			A (6.2)			
		Volume to Capacity ratio	Movement				0.38		0.83	0.87	0.83			0.82	0.62	
		Queue Length 95th (ft.)	Movement				119		#269	m#180	322			m156	m16	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (32.6)		E (55.1)					A (2.3)	A (0.6)	E (66.7)	B (13.0)		B (18.2)
			Approach	D (41.7)						A (2.1)			C (22.2)			
		Volume to Capacity ratio	Movement	0.55		0.88					0.76	0.26	0.88	0.9		
		Queue Length 95th (ft.)	Movement	171		#384					m21	m0	m#288	244		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							E (66.7)	A (0.5)			A (4.6)	A (4.0)	A (5.5)
			Approach							A (6.4)			A (4.5)			
		Volume to Capacity ratio	Movement							0.77	0.65			0.8	0.73	
		Queue Length 95th (ft.)	Movement							255	0			m119	m80	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								A (2.7)	A (0.0)	E (75.9)	A (0.3)		A (4.8)
			Approach							A (2.4)			A (6.6)			
		Volume to Capacity ratio	Movement								0.71	0.21	0.72	0.6		
		Queue Length 95th (ft.)	Movement								m83	m0	m214	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				D (35.5)		A (0.8)	D (51.4)	B (14.6)			C (27.1)	A (0.2)	C (25.7)
			Approach				C (26.4)			C (27.0)			C (22.8)			
		Volume to Capacity ratio	Movement				0.95		0.4	0.89	0.42			0.57	0.13	
		Queue Length 95th (ft.)	Movement				#405		0	#238	212			145	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (34.9)		A (0.9)					B (11.3)	A (1.8)	C (31.7)	A (4.2)		A (8.0)
			Approach	B (12.1)						A (7.2)			A (7.1)			
		Volume to Capacity ratio	Movement	0.6		0.44					0.33	0.61	0.51	0.7		
		Queue Length 95th (ft.)	Movement	86		0					102	0	m105	m44		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.13
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		F (88.4)	A (2.6)	F (170.1)	A (3.5)		F (262.5)		F (307.8)				E (71.8)
			Approach	F (87.9)			A (7.0)			F (286.4)						
		Volume to Capacity ratio	Movement		1.17	0.02	0.93	0.69		1.32		1.43				
		Queue Length 95th (ft.)	Movement		m517	m0	m#152	m347		#522		#536				
	Independence Drive	LOS (Delay)	Movement		F (194.7)	A (0.1)	F (427.8)	A (8.8)		F (224.3)		F (84.5)				F (134.9)
			Approach	F (194.4)			B (11.8)			F (177.2)						
		Volume to Capacity ratio	Movement		1.42	0.01	0.25	0.64		1.07		0.08				
		Queue Length 95th (ft.)	Movement		m#2784	m0	m4	m725		#194		45				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	F (96.9)	F (110.4)	B (13.5)	F (204.0)	E (55.9)	D (43.5)	F (190.8)	F (120.6)	F (81.5)	F (102.3)	F (211.0)	C (30.3)	F (99.8)
			Approach	F (90.6)			E (73.0)			F (130.6)			F (138.8)			
		Volume to Capacity ratio	Movement	1.06	1.19	0.54	1.23	0.93	0.73	1.19	1.06	0.86	0.89	1.3	0.48	
		Queue Length 95th (ft.)	Movement	m384	m761	m170	m#232	m804	m577	#334	#565	502	#161	#666	316	
	SW 28th Avenue	LOS (Delay)	Movement		F (212.1)	A (0.0)	F (255.8)	B (17.3)		F (276.2)		F (104.4)				F (139.8)
			Approach	F (208.1)			C (29.8)			F (215.9)						
		Volume to Capacity ratio	Movement		1.45	0.06	1.28	0.87		1.35		0.79				
		Queue Length 95th (ft.)	Movement		m#2797	m0	m#300	742		#496		#241				
	South Military Trail	LOS (Delay)	Movement	E (70.6)	F (105.7)	B (11.4)	E (56.0)	C (30.6)	A (2.0)	F (84.1)	F (190.5)	F (153.1)	F (174.5)	E (75.9)	E (62.9)	F (88.7)
			Approach	F (94.4)			C (27.4)			F (160.6)			F (108.3)			
		Volume to Capacity ratio	Movement	0.8	1.14	0.18	0.62	0.77	0.64	0.69	1.23	1.17	1.17	0.83	0.43	
		Queue Length 95th (ft.)	Movement	m168	m637	m23	m247	460	7	#193	#695	#856	#500	438	213	
	East Newport Center Drive	LOS (Delay)	Movement	E (65.3)	B (10.1)		E (79.0)	B (18.3)	A (3.2)	F (84.9)	F (82.1)	F (81.9)	F (96.1)	F (82.3)	F (80.4)	C (23.9)
			Approach	B (16.1)			C (24.7)			F (83.1)			F (85.3)			
		Volume to Capacity ratio	Movement	0.69	0.83		0.82	0.8	0.25	0.52	0.12	0.08	0.65	0.31	0.07	
		Queue Length 95th (ft.)	Movement	m210	m305		m312	m741	m2	85	37	72	122	87	30	
	I-95 Southbound Ramps	LOS (Delay)	Movement		E (65.5)	A (0.5)	F (91.3)	A (6.1)					D (45.8)		F (92.1)	D (45.5)
			Approach	D (48.7)			C (28.8)						E (77.1)			
		Volume to Capacity ratio	Movement		0.98	0.46	0.86	0.75					0.39		1.01	
		Queue Length 95th (ft.)	Movement		#658	0	m411	m143					265		#816	

Table 6.13 (continued)
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.6)	A (0.2)		B (10.2)	A (0.1)	F (96.0)		E (71.2)				C (23.2)
			Approach	A (0.4)			A (9.0)			F (87.5)						
		Volume to Capacity ratio	Movement		0.41	0.34		0.39	0.19	0.98		0.71				
		Queue Length 95th (ft.)	Movement		m9	m11		235	m0	#496		300				
	FAU Research Park Boulevard	LOS (Delay)	Movement	E (63.5)	C (20.1)	B (20.0)	F (102.3)	D (46.7)	C (29.6)	E (79.7)	E (59.0)	E (56.9)	E (59.9)	E (77.4)	F (106.6)	D (50.5)
			Approach	C (27.1)			D (51.7)			E (68.5)			F (86.0)			
		Volume to Capacity ratio	Movement	0.86	0.66	0.24	0.88	0.79	0.06	0.95	0.28	0.12	0.69	0.7	0.91	
		Queue Length 95th (ft.)	Movement	#275	278	57	#392	763	15	#481	147	68	306	325	#427	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (91.3)	F (81.0)		F (88.0)		F (86.1)		F (80.7)	F (143.7)	E (59.2)	A (7.7)		D (54.3)
			Approach	F (84.9)			F (86.9)			F (81.9)			A (8.9)			
		Volume to Capacity ratio	Movement	0.62	0.19		0.28		0.01		1.08	0.04	0.51	0.65		
		Queue Length 95th (ft.)	Movement	132	85		38		0		m#1935	m3	48	553		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.14
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (10.6)	A (3.3)	E (71.3)	F (123.2)		F (318.8)		F (84.6)				F (84.9)
			Approach	B (10.3)			F (120.9)			F (170.3)						
		Volume to Capacity ratio	Movement		0.67	0.09	0.9	1.26		1.34		0.09				
		Queue Length 95th (ft.)	Movement		412	m8	m229	m840		#246		#100				
	Independence Drive	LOS (Delay)	Movement		A (3.5)	A (0.0)	C (22.0)	F (155.5)		F (88.7)		F (86.0)				F (102.6)
			Approach	A (3.4)			F (154.4)			F (86.8)						
		Volume to Capacity ratio	Movement		0.73	0.03	0.52	1.31		0.45		0.13				
		Queue Length 95th (ft.)	Movement		97	m0	m3	m403		60		57				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	E (79.6)	B (17.1)	A (1.1)	E (76.1)	F (284.9)	C (32.2)	F (326.8)	F (104.3)	E (62.4)	F (99.1)	F (250.8)	F (396.6)	F (194.0)
			Approach	C (27.3)			F (232.1)			F (206.7)			F (308.0)			
		Volume to Capacity ratio	Movement	0.58	0.79	0.23	0.75	1.51	0.54	1.54	0.99	0.71	1.01	1.39	1.78	
		Queue Length 95th (ft.)	Movement	263	669	27	m145	m#1427	m223	#770	#456	429	m206	m#430	m#1510	
	SW 28th Avenue	LOS (Delay)	Movement		D (42.5)	A (0.1)	F (150.7)	F (123.4)		F (343.3)		F (104.4)				F (92.0)
			Approach	D (40.2)			F (124.9)			F (234.8)						
		Volume to Capacity ratio	Movement		1.06	0.11	1.09	1.23		1.41		0.66				
		Queue Length 95th (ft.)	Movement		m#2098	m0	m#262	m#2656		#269		#141				
	South Military Trail	LOS (Delay)	Movement	F (157.0)	E (65.6)	B (14.7)	F (101.4)	F (87.9)	C (21.3)	F (161.6)	E (78.6)	D (49.8)	E (77.5)	E (63.7)	F (183.9)	F (85.3)
			Approach	E (75.1)			E (78.7)			F (86.9)			F (108.7)			
		Volume to Capacity ratio	Movement	1.14	1.03	0.19	1.06	1.1	0.59	1.08	0.83	0.57	0.79	0.81	1.23	
		Queue Length 95th (ft.)	Movement	m#268	m798	m49	m#338	m#1052	m185	#290	407	407	#372	568	#1078	
	East Newport Center Drive	LOS (Delay)	Movement	F (82.3)	C (22.8)		F (130.8)	E (62.3)	A (6.5)	E (68.6)	E (58.1)	F (182.4)	E (65.8)	F (185.0)	F (92.8)	E (62.9)
			Approach	C (25.0)			E (63.2)			F (127.2)			F (124.0)			
		Volume to Capacity ratio	Movement	0.9	0.97		0.88	1.06	0.09	0.67	0.04	1.18	0.52	1.16	0.84	
		Queue Length 95th (ft.)	Movement	m#69	m541		m#131	#1229	m12	329	40	#768	252	#598	#400	
	I-95 Southbound Ramps	LOS (Delay)	Movement		C (27.3)	A (0.4)	E (55.5)	B (19.1)					D (53.8)		F (88.5)	C (32.2)
			Approach	C (20.4)			C (29.7)						E (77.7)			
		Volume to Capacity ratio	Movement		0.94	0.54	0.81	0.57					0.35		0.96	
		Queue Length 95th (ft.)	Movement		m580	m9	m296	622					206		#614	

Table 6.14 (continued)
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.3)	A (0.2)		A (5.4)	A (0.2)	F (81.6)		F (92.3)				C (23.4)
			Approach	A (0.3)			A (4.6)			F (86.2)						
		Volume to Capacity ratio	Movement		0.44	0.39		0.33	0.21	0.91		0.95				
		Queue Length 95th (ft.)	Movement		m6	m46		m115	m0	#464		#478				
	FAU Research Park Boulevard	LOS (Delay)	Movement	F (89.9)	D (40.7)	B (19.6)	F (114.8)	D (42.5)	C (31.2)	F (117.7)	E (61.0)	E (59.1)	D (54.1)	F (118.7)	F (88.4)	E (59.9)
			Approach	D (44.5)			D (54.1)			F (84.8)			F (88.7)			
		Volume to Capacity ratio	Movement	0.78	0.97	0.28	0.98	0.66	0.12	1.03	0.28	0.14	0.64	0.98	0.83	
		Queue Length 95th (ft.)	Movement	m219	m#790	m80	#601	560	76	#563	152	80	341	#605	#450	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (85.1)	F (85.6)		F (93.1)		E (75.5)		D (37.7)	C (23.7)	D (50.3)	D (49.7)		D (46.2)
			Approach	F (85.5)			F (84.8)			D (36.8)			D (49.7)			
		Volume to Capacity ratio	Movement	0.08	0.14		0.72		0.06		0.81	0.08	0.67	1.04		
		Queue Length 95th (ft.)	Movement	21	47		199		59		m911	m35	118	#2124		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.15
Partial-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	C (31.8)	A (8.9)		D (47.2)	F (86.1)	A (0.2)	D (45.5)	D (45.5)	D (43.6)	E (69.1)	E (65.0)	A (0.2)	D (39.0)
			Approach	B (12.2)			E (62.4)			D (44.9)			D (35.8)			
		Volume to Capacity ratio	Movement	0.79	0.84		0.57	1.12	0.33	0.4	0.4	0.03	0.95	0.94	0.25	
		Queue Length 95th (ft.)	Movement	m#153	m142		m42	m#507	m0	67	70	0	#477	#469	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		E (62.1)	A (0.4)	F (143.4)	A (7.5)					F (140.7)		A (0.2)	D (50.3)
			Approach	D (49.9)			D (35.7)						F (107.0)			
		Volume to Capacity ratio	Movement		1.08	0.52	1.11	0.56					1.09		0.12	
		Queue Length 95th (ft.)	Movement		#1620	m0	#538	461					#513		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		C (28.0)	A (0.3)	F (161.1)	A (8.3)		E (69.2)		F (144.8)				D (40.7)
			Approach	C (25.6)			C (22.3)			F (126.2)						
		Volume to Capacity ratio	Movement		1.04	0.38	1.1	0.51		0.43		1.14				
		Queue Length 95th (ft.)	Movement		m257	m0	#283	354		162		#709				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		B (10.0)	A (0.1)	D (41.5)	A (0.2)								A (9.5)
			Approach	A (9.2)			A (9.8)									
		Volume to Capacity ratio	Movement		0.59	0.12	0.52	0.35								
		Queue Length 95th (ft.)	Movement		291	m0	251	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (2.3)			A (0.1)				D (54.7)				B (11.4)
			Approach	A (2.3)			A (0.1)			D (54.7)						
		Volume to Capacity ratio	Movement		0.59			0.3				0.82				
		Queue Length 95th (ft.)	Movement		29			0				364				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	F (90.5)	F (98.1)	B (14.1)	F (165.2)	E (58.2)	B (15.6)	E (65.6)	F (144.3)	E (56.9)	F (153.1)	E (67.4)	A (0.8)	F (80.3)
			Approach	E (78.3)			E (67.0)			F (100.4)			F (83.6)			
		Volume to Capacity ratio	Movement	0.96	1.13	0.62	1.14	0.92	0.25	0.78	1.12	0.11	1.18	0.83	0.41	
		Queue Length 95th (ft.)	Movement	#400	#1171	176	#294	#700	62	#310	#444	33	#678	341	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		B (13.5)			C (27.2)		D (51.1)		E (62.5)				C (28.3)
			Approach	B (13.5)			C (27.2)			D (54.7)						
		Volume to Capacity ratio	Movement		0.79			0.75		0.82		0.87				
		Queue Length 95th (ft.)	Movement		181			746		506		600				
	Turnpike South Ramps	LOS (Delay)	Movement	E (75.7)	B (17.6)	B (17.6)	E (55.5)	A (4.1)	A (5.5)					E (65.7)	E (74.9)	B (16.3)
			Approach	B (18.2)			A (9.3)						E (70.9)			
		Volume to Capacity ratio	Movement	0.42	0.67	0.59	0.66	0.64	0.01					0.46	0.69	
		Queue Length 95th (ft.)	Movement	74	629	316	195	170	m0					156	204	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
Queue Notes: HCM methodology does not report queues, results are from Synchro outputs report ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 6.16
Partial-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	D (49.5)	A (6.1)		D (40.2)	B (15.9)	A (0.2)	D (44.3)	D (50.6)	D (42.2)	D (44.8)	D (44.8)	A (0.3)	B (10.1)
			Approach	B (11.4)			A (9.2)			D (46.2)			A (3.4)			
		Volume to Capacity ratio	Movement	0.65	0.54		0.5	0.79	0.8	0.43	0.63	0.05	0.29	0.28	0.32	
		Queue Length 95th (ft.)	Movement	m107	m136		m38	m300	m0	81	114	0	52	52	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		C (27.1)	A (0.4)	D (37.0)	A (7.6)					E (67.2)		A (0.3)	B (17.6)
			Approach	C (22.4)			B (13.3)						C (30.9)			
		Volume to Capacity ratio	Movement		0.83	0.27	0.87	0.92					0.78		0.22	
		Queue Length 95th (ft.)	Movement		311	0	m#431	415					#185		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		A (7.4)	A (0.4)	D (39.0)	A (4.0)		E (55.6)		C (29.3)				B (13.4)
			Approach	A (6.7)			A (7.9)			D (43.5)						
		Volume to Capacity ratio	Movement		0.84	0.25	0.76	0.87		0.81		0.46				
		Queue Length 95th (ft.)	Movement		134	m0	m187	m145		264		206				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		B (15.2)	A (0.1)	D (46.0)	A (0.3)								B (13.4)
			Approach	B (13.5)			B (13.3)									
		Volume to Capacity ratio	Movement		0.45	0.11	0.79	0.52								
		Queue Length 95th (ft.)	Movement		319	0	530	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (3.4)			A (0.0)				C (33.8)				A (3.1)
			Approach	A (3.4)						C (33.8)						
		Volume to Capacity ratio	Movement		0.45			0.5				0.2				
		Queue Length 95th (ft.)	Movement		30			m0				89				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	F (164.4)	B (19.9)	A (8.2)	E (72.9)	F (122.4)	C (22.6)	F (174.1)	E (74.1)	D (52.8)	F (105.8)	E (76.2)	A (1.3)	E (77.7)
			Approach	D (51.0)			F (87.0)			F (120.6)			D (35.8)			
		Volume to Capacity ratio	Movement	1.18	0.48	0.39	0.75	1.17	0.64	1.21	0.88	0.19	0.93	0.71	0.54	
		Queue Length 95th (ft.)	Movement	#361	238	4	236	#1476	318	#653	#442	98	#240	188	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		A (1.1)			C (26.1)		E (63.8)		F (81.0)				C (26.8)
			Approach	A (1.1)			C (26.1)			E (69.1)						
		Volume to Capacity ratio	Movement		0.49			0.9		0.85		0.9				
		Queue Length 95th (ft.)	Movement		22			1049		447		#546				
	Turnpike South Ramps	LOS (Delay)	Movement	F (82.0)	C (28.6)	D (35.7)	D (41.0)	A (9.2)	A (0.5)					E (66.6)	E (78.4)	C (23.6)
			Approach	C (33.5)			B (14.6)						E (74.5)			
		Volume to Capacity ratio	Movement	0.73	0.63	0.73	0.67	0.84	0.05					0.3	0.69	
		Queue Length 95th (ft.)	Movement	213	465	542	m360	548	m1					101	183	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
Queue Notes: HCM methodology does not report queues, results are from Synchro outputs report ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 6.17
Partial-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	E (75.9)	C (27.0)		E (65.7)	C (21.9)	B (15.1)	E (67.1)	F (92.9)	D (55.0)	E (74.5)	E (74.4)	D (45.5)	C (34.3)
			Approach	C (33.0)			C (27.3)			E (68.6)			E (64.8)			
		Volume to Capacity ratio	Movement	0.84	0.77		0.81	0.58	0.46	0.32	0.82	0.49	0.33	0.33	0.02	
		Queue Length 95th (ft.)	Movement	417	771		240	395	182	87	#256	186	66	66	0	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (1.0)		B (14.0)					D (46.7)		D (37.9)	B (15.8)
			Approach	A (0.4)			B (14.0)						D (41.7)			
		Volume to Capacity ratio	Movement		0.29	0.57		0.58					0.83		0.7	
		Queue Length 95th (ft.)	Movement		0	141		519					652		419	
	I-95 Northbound Ramp	LOS (Delay)	Movement		B (12.5)			A (7.7)		C (28.3)		D (38.0)				B (17.3)
			Approach	B (12.5)			A (7.7)			C (34.0)						
		Volume to Capacity ratio	Movement		0.58			0.68		0.26		0.67				
		Queue Length 95th (ft.)	Movement		189			m142		162		462				
	SW Natura Boulevard	LOS (Delay)	Movement	F (96.3)	C (24.0)	B (12.1)	E (76.0)	F (89.0)		F (111.4)	D (47.9)	D (46.8)	E (71.0)	E (73.7)		E (64.5)
			Approach	C (33.8)			F (88.5)			F (88.6)			E (72.9)			
		Volume to Capacity ratio	Movement	0.99	0.73	0.08	0.61	1.07		1.06	0.2	0.11	0.39	0.13		
		Queue Length 95th (ft.)	Movement	#575	579	m14	151	#976		#746	133	64	65	#81		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		C (28.3)		D (46.9)	A (2.6)		F (81.2)		E (63.3)				C (22.1)
			Approach	C (28.3)			A (6.2)			E (71.1)						
		Volume to Capacity ratio	Movement		0.65		0.51	0.49		0.76		0.13				
		Queue Length 95th (ft.)	Movement		302		167	72		235		76				
	NW 5th Avenue	LOS (Delay)	Movement	E (59.1)	A (1.9)			B (13.2)	A (4.2)				E (71.0)		E (63.2)	B (13.2)
			Approach	A (4.2)			B (12.8)						E (67.9)			
		Volume to Capacity ratio	Movement	0.49	0.5			0.48	0.06				0.67		0.11	
		Queue Length 95th (ft.)	Movement	m139	51			371	6				184		72	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (4.2)	A (2.0)		B (10.2)					C (25.5)		C (30.4)	B (10.2)
			Approach	A (3.4)			B (10.2)						C (28.1)			
		Volume to Capacity ratio	Movement		0.47	0.67		0.51					0.55		0.74	
		Queue Length 95th (ft.)	Movement		95	401		300					139		182	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (7.4)			A (5.7)	A (0.3)	C (28.7)		C (28.1)				B (10.3)
			Approach	A (7.4)			A (4.4)			C (28.4)						
		Volume to Capacity ratio	Movement		0.41			0.62	0.38	0.67		0.63				
		Queue Length 95th (ft.)	Movement		139			m186	m0	176		155				
	NE 3rd Avenue	LOS (Delay)	Movement	F (94.1)	C (27.1)		E (78.9)	D (54.5)		D (46.8)	D (44.8)	D (39.7)	D (40.8)	D (45.9)	F (95.6)	D (54.0)
			Approach	D (43.6)			E (55.3)			D (44.9)			E (78.0)			
		Volume to Capacity ratio	Movement	0.95	0.56		0.59	0.92		0.66	0.41	0.05	0.33	0.36	0.99	
		Queue Length 95th (ft.)	Movement	#344	341		114	728		269	273	0	122	229	#695	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
Queue Notes: HCM methodology does not report queues, results are from Synchro outputs report ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 6.18
Partial-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	E (71.1)	D (53.7)		D (47.5)	B (17.9)	A (0.8)	F (121.9)	E (68.9)	F (84.3)	F (110.1)	F (111.1)	E (64.8)	D (50.6)
			Approach	D (54.1)			C (20.9)			F (98.2)			F (92.6)			
		Volume to Capacity ratio	Movement	0.37	0.97		0.54	0.81	0.04	0.97	0.08	0.9	0.97	0.97	0.75	
		Queue Length 95th (ft.)	Movement	93	#964		m179	331	m1	#231	33	#388	#504	#516	286	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (0.4)		B (19.4)					D (52.3)		C (32.9)	B (15.4)
			Approach	A (0.2)			B (19.4)						D (42.9)			
		Volume to Capacity ratio	Movement		0.41	0.53		0.77					0.88		0.53	
		Queue Length 95th (ft.)	Movement		m0	m0		564					764		309	
	I-95 Northbound Ramp	LOS (Delay)	Movement		B (12.9)			A (8.5)		D (42.0)		E (59.5)				C (20.6)
			Approach	B (12.9)			A (8.5)			D (51.8)						
		Volume to Capacity ratio	Movement		0.64			0.73		0.39		0.87				
		Queue Length 95th (ft.)	Movement		409			m421		203		500				
	SW Natura Boulevard	LOS (Delay)	Movement	F (114.3)	D (48.2)	B (18.9)	F (132.2)	D (52.2)		F (128.9)	D (46.0)	D (46.7)	D (53.3)	F (165.5)		E (62.3)
			Approach	D (47.1)			E (56.8)			F (102.1)			F (136.5)			
		Volume to Capacity ratio	Movement	0.91	0.99	0.34	0.96	0.98		1.09	0.02	0.09	0.42	1.14		
		Queue Length 95th (ft.)	Movement	m#209	#1035	127	#312	#1052		#522	27	48	160	#582		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		C (34.3)		D (47.7)	A (4.0)		F (83.6)		E (65.9)				C (23.6)
			Approach	C (34.3)			A (8.3)			E (74.6)						
		Volume to Capacity ratio	Movement		0.76		0.62	0.61		0.74		0.08				
		Queue Length 95th (ft.)	Movement		361		279	65		199		65				
	NW 5th Avenue	LOS (Delay)	Movement	D (44.6)	A (1.6)			C (21.6)	B (14.2)				E (72.2)		E (66.1)	B (16.4)
			Approach	A (4.6)			C (20.8)						E (69.5)			
		Volume to Capacity ratio	Movement	0.61	0.5			0.69	0.2				0.63		0.11	
		Queue Length 95th (ft.)	Movement	m218	39			614	m27				150		73	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (7.1)	A (0.9)		B (17.1)					C (21.1)		C (30.2)	B (13.9)
			Approach	A (5.4)			B (17.1)						C (26.4)			
		Volume to Capacity ratio	Movement		0.6	0.47		0.8					0.48		0.83	
		Queue Length 95th (ft.)	Movement		174	50		361					154		273	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (16.0)			B (16.2)	A (0.2)	C (26.8)		B (19.6)				B (17.4)
			Approach	B (16.0)			B (13.0)			C (24.1)						
		Volume to Capacity ratio	Movement		0.79			0.8	0.29	0.86		0.62				
		Queue Length 95th (ft.)	Movement		456			m356	m0	353		211				
	NE 3rd Avenue	LOS (Delay)	Movement	E (67.5)	C (30.1)		F (91.6)	D (46.7)		F (88.3)	E (62.7)	D (47.1)	D (54.0)	F (86.6)	F (86.9)	D (51.1)
			Approach	D (37.6)			D (49.4)			E (69.4)			F (83.1)			
		Volume to Capacity ratio	Movement	0.9	0.82		0.77	0.85		0.96	0.75	0.08	0.48	0.87	0.85	
		Queue Length 95th (ft.)	Movement	#362	670		#216	704		#374	438	17	108	#383	#387	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
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Florida's Turnpike Enterprise
Turnpike Milepost 263
Building 5315
Ocoee, Florida 34761

Report Appendix

Appendix A

Existing Traffic Data

FDOT Historic AADT Data

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 97 - FL. TURNPIKE

Site: 3010 - SAWGRASS EXPWY/SR-869 M/L, E OF TURNPIKE I/C

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	38000 C	E 19000	W 19000	9.00	52.40	10.20
2014	35000 C	E 17500	W 17500	9.00	51.90	9.70
2013	33000 C	E 16500	W 16500	9.00	52.90	4.20
2012	33000 E	E 16500	W 16500	9.00	54.80	4.00
2011	31000 E	E 15500	W 15500	9.00	54.40	3.80
2010	31000 C	E 15500	W 15500	11.37	54.74	3.60
2009	34500 C	E 17250	W 17250	11.33	54.22	3.70
2008	34600 C	E 17300	W 17300	11.63	54.70	6.80
2007	35600 C	E 17800	W 17800	11.31	52.96	7.40
2006	35600 C	E 17800	W 17800	11.41	53.23	7.40
2005	33600 C	E	W	11.40	53.60	6.00
2004	29400 C	E	W	9.40	56.70	6.50
2003	27000 C	E	W	9.20	55.90	6.60
2002	24600 C	E	W	11.30	52.50	6.40
2001	26800 C	E	W	11.00	54.90	4.40
2000	22200 C	E	W	11.20	51.40	1.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 86 - BROWARD

Site: 3012 - SR 869 / SW 10 ST - E OF SR 845/POWERLINE RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	46500 C	E 24000	W 22500	9.00	54.00	6.20
2014	40000 C	E 20500	W 19500	9.00	54.20	6.10
2013	42000 C	E 21500	W 20500	9.00	53.60	6.40
2012	40000 C	E 20500	W 19500	9.00	52.20	4.90
2011	40000 C	E 20500	W 19500	9.00	52.50	4.80
2010	40500 C	E 20500	W 20000	8.35	52.69	4.90
2009	39500 C	E 20000	W 19500	8.53	53.89	4.30
2008	39000 C	E 20000	W 19000	8.81	54.16	6.40
2007	40500 C	E 20500	W 20000	8.63	55.75	5.20
2006	39500 C	E 19500	W 20000	8.40	55.34	3.60
2005	37500 C	E 19000	W 18500	8.20	51.70	4.70
2004	39500 C	E 20000	W 19500	9.10	55.30	4.70
2003	40000 C	E 20000	W 20000	8.60	57.50	6.50
2002	41500 C	E 20500	W 21000	8.70	56.40	6.50
2001	44000 C	E 21000	W 23000	9.00	60.20	2.80
2000	43500 C	E 22000	W 21500	8.90	57.80	7.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 86 - BROWARD

Site: 3015 - SR 869 / SW 10 ST - W OF SR 9/I-95

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	54500 C	E 28000	W 26500	9.00	54.00	9.00
2014	56500 C	E 28500	W 28000	9.00	54.20	7.00
2013	51000 C	E 25500	W 25500	9.00	53.60	7.30
2012	48500 C	E 25000	W 23500	9.00	52.20	7.00
2011	48000 C	E 25000	W 23000	9.00	52.50	6.10
2010	49500 C	E 26000	W 23500	8.35	52.69	6.10
2009	50500 C	E 25500	W 25000	8.53	53.89	5.80
2008	44500 C	E 23500	W 21000	8.81	54.16	6.00
2007	52500 C	E 27000	W 25500	8.63	55.75	8.70
2006	46500 C	E 23000	W 23500	8.40	55.34	3.10
2005	48500 C	E 23500	W 25000	8.20	51.70	5.30
2004	51000 C	E 26500	W 24500	9.10	55.30	5.30
2003	50500 C	E 25000	W 25500	8.60	57.50	5.30
2002	50500 C	E 26000	W 24500	8.70	56.40	5.00
2001	50000 C	E 25000	W 25000	9.00	60.20	2.80
2000	50000 C	E 24000	W 26000	8.90	57.80	2.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 86 - BROWARD

Site: 0163 - SR-9/I-95,NE OF 48TH ST,POMPANO BEACH,BROWARD CO.

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	204150 C	N 101245	S 102905	8.00	50.70	5.90
2014	198189 C	N 98190	S 99999	8.00	50.90	5.70
2013	195961 C	N 97255	S 98706	8.00	50.60	5.80
2012	192443 C	N 95479	S 96964	8.00	50.70	5.80
2011	193478 C	N 96444	S 97034	8.00	50.60	5.80
2010	194657 C	N 96957	S 97700	7.79	50.34	5.90
2009	190939 C	N 95157	S 95782	7.93	50.56	5.70
2008	191033 C	N 95242	S 95791	7.91	51.28	5.80
2007	197255 C	N 99058	S 98197	7.63	51.01	5.50
2006	207000 F			7.65	50.90	5.90
2005	200061 C	N 97615	S 102446	7.70	50.90	6.30
2004	200188 C	N 99943	S 100245	7.70	50.90	6.30
2003	200460 C	N 100173	S 100287	7.80	51.50	6.30
2002	198765 C	N 99069	S 99696	7.80	51.20	6.80
2001	197403 C	N 98417	S 98986	8.70	55.40	6.60
2000	195186 C	N 97413	S 97773	8.70	56.10	7.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Deerfield Plaza (March 2016)

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005401) SR869 Deerfield A Main NB MP20

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	25	25	81	81	106	106
	01	19	19	36	36	55	55
	02	11	11	23	23	34	34
	03	13	13	29	29	42	42
	04	13	13	89	89	102	102
	05	35	35	227	227	262	262
	06	103	103	992	992	1,095	1,095
	07	280	280	2,098	2,098	2,378	2,378
	08	262	262	1,873	1,873	2,135	2,135
	09	169	169	1,343	1,343	1,512	1,512
	10	133	133	956	956	1,089	1,089
	11	154	154	849	849	1,003	1,003
	12	146	146	845	845	991	991
	13	153	153	765	765	918	918
	14	152	152	797	797	949	949
	15	176	176	834	834	1,010	1,010
	16	159	159	925	925	1,084	1,084
	17	165	165	1,038	1,038	1,203	1,203
	18	154	154	845	845	999	999
	19	117	117	592	592	709	709
	20	97	97	382	382	479	479
	21	75	75	327	327	402	402

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	59	59	231	231	290	290
	23	38	38	102	102	140	140
	All Hours	2,708	2,708	16,279	16,279	18,987	18,987
March 02, 2016	00	24	24	60	60	84	84
	01	9	9	37	37	46	46
	02	8	8	25	25	33	33
	03	7	7	35	35	42	42
	04	14	14	78	78	92	92
	05	33	33	212	212	245	245
	06	111	111	990	990	1,101	1,101
	07	274	274	2,105	2,105	2,379	2,379
	08	256	256	1,825	1,825	2,081	2,081
	09	154	154	1,263	1,263	1,417	1,417
	10	132	132	997	997	1,129	1,129
	11	139	139	851	851	990	990
	12	97	97	624	624	721	721
	13	145	145	873	873	1,018	1,018
	14	142	142	835	835	977	977
	15	170	170	895	895	1,065	1,065
	16	175	175	913	913	1,088	1,088
	17	168	168	1,055	1,055	1,223	1,223
	18	166	166	918	918	1,084	1,084
	19	100	100	571	571	671	671
	20	71	71	389	389	460	460
	21	54	54	273	273	327	327
	22	61	61	219	219	280	280

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	34	34	119	119	153	153
	All Hours	2,544	2,544	16,162	16,162	18,706	18,706
March 03, 2016	00	19	19	79	79	98	98
	01	14	14	39	39	53	53
	02	8	8	25	25	33	33
	03	8	8	36	36	44	44
	04	15	15	63	63	78	78
	05	28	28	223	223	251	251
	06	113	113	1,002	1,002	1,115	1,115
	07	277	277	2,101	2,101	2,378	2,378
	08	245	245	1,804	1,804	2,049	2,049
	09	183	183	1,250	1,250	1,433	1,433
	10	130	130	965	965	1,095	1,095
	11	152	152	921	921	1,073	1,073
	12	127	127	873	873	1,000	1,000
	13	153	153	838	838	991	991
	14	156	156	848	848	1,004	1,004
	15	175	175	917	917	1,092	1,092
	16	189	189	994	994	1,183	1,183
	17	186	186	1,098	1,098	1,284	1,284
	18	171	171	889	889	1,060	1,060
	19	125	125	623	623	748	748
	20	90	90	423	423	513	513
	21	82	82	307	307	389	389
	22	83	83	314	314	397	397
	23	39	39	134	134	173	173

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	***All Hours***	**2,768**	**2,768**	**16,766**	**16,766**	**19,534**	**19,534**
March 04, 2016	**00**	33	**33**	76	**76**	**109**	**109**
	01	17	**17**	51	**51**	**68**	**68**
	02	9	**9**	40	**40**	**49**	**49**
	03	12	**12**	41	**41**	**53**	**53**
	04	18	**18**	77	**77**	**95**	**95**
	05	29	**29**	217	**217**	**246**	**246**
	06	107	**107**	894	**894**	**1,001**	**1,001**
	07	269	**269**	2,064	**2,064**	**2,333**	**2,333**
	08	260	**260**	1,755	**1,755**	**2,015**	**2,015**
	09	163	**163**	1,245	**1,245**	**1,408**	**1,408**
	10	151	**151**	1,021	**1,021**	**1,172**	**1,172**
	11	141	**141**	912	**912**	**1,053**	**1,053**
	12	154	**154**	857	**857**	**1,011**	**1,011**
	13	163	**163**	810	**810**	**973**	**973**
	14	165	**165**	856	**856**	**1,021**	**1,021**
	15	180	**180**	956	**956**	**1,136**	**1,136**
	16	169	**169**	1,015	**1,015**	**1,184**	**1,184**
	17	194	**194**	1,148	**1,148**	**1,342**	**1,342**
	18	164	**164**	1,025	**1,025**	**1,189**	**1,189**
	19	145	**145**	717	**717**	**862**	**862**
	20	115	**115**	466	**466**	**581**	**581**
	21	94	**94**	376	**376**	**470**	**470**
	22	104	**104**	401	**401**	**505**	**505**
	23	54	**54**	223	**223**	**277**	**277**
	All Hours	**2,910**	**2,910**	**17,243**	**17,243**	**20,153**	**20,153**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	34	34	110	110	144	144
	01	23	23	75	75	98	98
	02	11	11	40	40	51	51
	03	11	11	39	39	50	50
	04	11	11	44	44	55	55
	05	15	15	104	104	119	119
	06	52	52	268	268	320	320
	07	79	79	501	501	580	580
	08	110	110	714	714	824	824
	09	141	141	814	814	955	955
	10	116	116	879	879	995	995
	11	159	159	948	948	1,107	1,107
	12	157	157	943	943	1,100	1,100
	13	159	159	846	846	1,005	1,005
	14	140	140	844	844	984	984
	15	139	139	749	749	888	888
	16	156	156	824	824	980	980
	17	162	162	901	901	1,063	1,063
	18	129	129	853	853	982	982
	19	146	146	726	726	872	872
	20	111	111	523	523	634	634
	21	106	106	425	425	531	531
	22	100	100	503	503	603	603
	23	59	59	262	262	321	321
	All Hours	2,326	2,326	12,935	12,935	15,261	15,261
March 06, 2016	00	56	56	148	148	204	204

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	45	45	116	116	161	161
	02	14	14	54	54	68	68
	03	10	10	49	49	59	59
	04	7	7	46	46	53	53
	05	14	14	70	70	84	84
	06	29	29	153	153	182	182
	07	46	46	260	260	306	306
	08	77	77	405	405	482	482
	09	91	91	592	592	683	683
	10	136	136	814	814	950	950
	11	177	177	992	992	1,169	1,169
	12	136	136	1,003	1,003	1,139	1,139
	13	146	146	921	921	1,067	1,067
	14	139	139	787	787	926	926
	15	152	152	717	717	869	869
	16	144	144	779	779	923	923
	17	122	122	704	704	826	826
	18	105	105	610	610	715	715
	19	142	142	607	607	749	749
	20	90	90	423	423	513	513
	21	68	68	266	266	334	334
	22	54	54	217	217	271	271
	23	38	38	146	146	184	184
	All Hours	2,038	2,038	10,879	10,879	12,917	12,917
March 07, 2016	00	24	24	61	61	85	85
	01	6	6	37	37	43	43

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	9	9	28	28	37	37
	03	9	9	32	32	41	41
	04	10	10	72	72	82	82
	05	30	30	222	222	252	252
	06	115	115	956	956	1,071	1,071
	07	269	269	2,074	2,074	2,343	2,343
	08	252	252	1,662	1,662	1,914	1,914
	09	157	157	1,135	1,135	1,292	1,292
	10	125	125	876	876	1,001	1,001
	11	133	133	775	775	908	908
	12	144	144	726	726	870	870
	13	126	126	697	697	823	823
	14	153	153	767	767	920	920
	15	189	189	831	831	1,020	1,020
	16	167	167	844	844	1,011	1,011
	17	175	175	1,022	1,022	1,197	1,197
	18	148	148	812	812	960	960
	19	108	108	541	541	649	649
	20	75	75	360	360	435	435
	21	65	65	289	289	354	354
	22	78	78	282	282	360	360
	23	180	180	597	597	777	777
	All Hours	2,747	2,747	15,698	15,698	18,445	18,445
March 08, 2016	00	31	31	70	70	101	101
	01	10	10	23	23	33	33
	02	9	9	19	19	28	28

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	10	10	33	33	43	43
	04	11	11	75	75	86	86
	05	26	26	211	211	237	237
	06	99	99	1,012	1,012	1,111	1,111
	07	266	266	2,016	2,016	2,282	2,282
	08	240	240	1,718	1,718	1,958	1,958
	09	179	179	1,215	1,215	1,394	1,394
	10	142	142	923	923	1,065	1,065
	11	136	136	848	848	984	984
	12	136	136	768	768	904	904
	13	119	119	785	785	904	904
	14	155	155	801	801	956	956
	15	168	168	912	912	1,080	1,080
	16	187	187	884	884	1,071	1,071
	17	185	185	988	988	1,173	1,173
	18	166	166	880	880	1,046	1,046
	19	104	104	519	519	623	623
	20	95	95	350	350	445	445
	21	83	83	346	346	429	429
	22	61	61	244	244	305	305
	23	33	33	104	104	137	137
	All Hours	2,651	2,651	15,744	15,744	18,395	18,395
March 09, 2016	00	22	22	46	46	68	68
	01	13	13	43	43	56	56
	02	7	7	18	18	25	25
	03	7	7	31	31	38	38

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	13	13	70	70	83	83
	05	30	30	217	217	247	247
	06	102	102	966	966	1,068	1,068
	07	273	273	2,070	2,070	2,343	2,343
	08	267	267	1,553	1,553	1,820	1,820
	09	184	184	1,199	1,199	1,383	1,383
	10	151	151	906	906	1,057	1,057
	11	150	150	842	842	992	992
	12	146	146	763	763	909	909
	13	122	122	729	729	851	851
	14	159	159	794	794	953	953
	15	171	171	958	958	1,129	1,129
	16	207	207	1,042	1,042	1,249	1,249
	17	208	208	1,193	1,193	1,401	1,401
	18	170	170	1,073	1,073	1,243	1,243
	19	148	148	643	643	791	791
	20	94	94	400	400	494	494
	21	88	88	329	329	417	417
	22	40	40	228	228	268	268
	23	37	37	134	134	171	171
	All Hours	2,809	2,809	16,247	16,247	19,056	19,056
March 10, 2016	00	12	12	59	59	71	71
	01	20	20	39	39	59	59
	02	11	11	25	25	36	36
	03	8	8	32	32	40	40
	04	15	15	77	77	92	92

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	20	20	200	200	220	220
	06	123	123	973	973	1,096	1,096
	07	268	268	2,016	2,016	2,284	2,284
	08	245	245	1,670	1,670	1,915	1,915
	09	197	197	1,279	1,279	1,476	1,476
	10	147	147	905	905	1,052	1,052
	11	136	136	857	857	993	993
	12	151	151	823	823	974	974
	13	136	136	824	824	960	960
	14	132	132	835	835	967	967
	15	183	183	902	902	1,085	1,085
	16	189	189	951	951	1,140	1,140
	17	211	211	1,006	1,006	1,217	1,217
	18	141	141	1,005	1,005	1,146	1,146
	19	148	148	628	628	776	776
	20	96	96	388	388	484	484
	21	97	97	369	369	466	466
	22	142	142	537	537	679	679
	23	51	51	191	191	242	242
	All Hours	2,879	2,879	16,591	16,591	19,470	19,470
March 11, 2016	00	25	25	76	76	101	101
	01	19	19	39	39	58	58
	02	10	10	28	28	38	38
	03	11	11	47	47	58	58
	04	10	10	67	67	77	77
	05	35	35	202	202	237	237

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	98	98	978	978	1,076	1,076
	07	268	268	2,002	2,002	2,270	2,270
	08	247	247	1,691	1,691	1,938	1,938
	09	189	189	1,201	1,201	1,390	1,390
	10	141	141	974	974	1,115	1,115
	11	139	139	865	865	1,004	1,004
	12	123	123	859	859	982	982
	13	175	175	850	850	1,025	1,025
	14	142	142	907	907	1,049	1,049
	15	192	192	945	945	1,137	1,137
	16	188	188	986	986	1,174	1,174
	17	191	191	1,080	1,080	1,271	1,271
	18	203	203	1,002	1,002	1,205	1,205
	19	161	161	769	769	930	930
	20	99	99	454	454	553	553
	21	94	94	374	374	468	468
	22	83	83	371	371	454	454
	23	58	58	245	245	303	303
	All Hours	2,901	2,901	17,012	17,012	19,913	19,913
March 12, 2016	00	30	30	104	104	134	134
	01	17	17	63	63	80	80
	02	23	23	51	51	74	74
	03	10	10	31	31	41	41
	04	13	13	67	67	80	80
	05	23	23	136	136	159	159
	06	57	57	309	309	366	366

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	96	96	502	502	598	598
	08	123	123	707	707	830	830
	09	136	136	816	816	952	952
	10	142	142	989	989	1,131	1,131
	11	182	182	1,037	1,037	1,219	1,219
	12	158	158	1,056	1,056	1,214	1,214
	13	162	162	939	939	1,101	1,101
	14	159	159	825	825	984	984
	15	155	155	848	848	1,003	1,003
	16	152	152	829	829	981	981
	17	166	166	774	774	940	940
	18	148	148	794	794	942	942
	19	137	137	692	692	829	829
	20	118	118	483	483	601	601
	21	101	101	469	469	570	570
	22	181	181	669	669	850	850
	23	101	101	338	338	439	439
	All Hours	2,590	2,590	13,528	13,528	16,118	16,118
March 13, 2016	00	57	57	141	141	198	198
	01	28	28	99	99	127	127
	03	26	26	62	62	88	88
	04	19	19	50	50	69	69
	05	21	21	82	82	103	103
	06	31	31	136	136	167	167
	07	42	42	227	227	269	269
	08	69	69	325	325	394	394

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	83	83	488	488	571	571
	10	115	115	713	713	828	828
	11	113	113	841	841	954	954
	12	158	158	922	922	1,080	1,080
	13	163	163	884	884	1,047	1,047
	14	154	154	811	811	965	965
	15	154	154	737	737	891	891
	16	136	136	655	655	791	791
	17	131	131	670	670	801	801
	18	125	125	566	566	691	691
	19	107	107	515	515	622	622
	20	110	110	420	420	530	530
	21	91	91	341	341	432	432
	22	76	76	209	209	285	285
	23	31	31	121	121	152	152
	All Hours	2,040	2,040	10,015	10,015	12,055	12,055
March 14, 2016	00	26	26	87	87	113	113
	01	12	12	48	48	60	60
	02	6	6	24	24	30	30
	03	11	11	39	39	50	50
	04	9	9	84	84	93	93
	05	17	17	211	211	228	228
	06	121	121	858	858	979	979
	07	264	264	1,920	1,920	2,184	2,184
	08	277	277	1,746	1,746	2,023	2,023
	09	203	203	1,383	1,383	1,586	1,586

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	145	145	959	959	1,104	1,104
	11	151	151	835	835	986	986
	12	125	125	785	785	910	910
	13	115	115	751	751	866	866
	14	125	125	836	836	961	961
	15	155	155	870	870	1,025	1,025
	16	181	181	869	869	1,050	1,050
	17	176	176	1,049	1,049	1,225	1,225
	18	147	147	829	829	976	976
	19	109	109	570	570	679	679
	20	80	80	362	362	442	442
	21	69	69	310	310	379	379
	22	80	80	214	214	294	294
	23	29	29	109	109	138	138
	All Hours	2,633	2,633	15,748	15,748	18,381	18,381
March 15, 2016	00	22	22	66	66	88	88
	01	14	14	35	35	49	49
	02	10	10	23	23	33	33
	03	11	11	27	27	38	38
	04	20	20	77	77	97	97
	05	27	27	227	227	254	254
	06	106	106	904	904	1,010	1,010
	07	280	280	1,932	1,932	2,212	2,212
	08	254	254	1,866	1,866	2,120	2,120
	09	180	180	1,332	1,332	1,512	1,512
	10	142	142	992	992	1,134	1,134

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	140	140	890	890	1,030	1,030
	12	156	156	857	857	1,013	1,013
	13	126	126	773	773	899	899
	14	167	167	847	847	1,014	1,014
	15	165	165	905	905	1,070	1,070
	16	192	192	938	938	1,130	1,130
	17	184	184	1,048	1,048	1,232	1,232
	18	162	162	889	889	1,051	1,051
	19	108	108	635	635	743	743
	20	88	88	423	423	511	511
	21	72	72	318	318	390	390
	22	64	64	209	209	273	273
	23	41	41	130	130	171	171
	All Hours	2,731	2,731	16,343	16,343	19,074	19,074
March 16, 2016	00	26	26	80	80	106	106
	01	13	13	30	30	43	43
	02	11	11	24	24	35	35
	03	11	11	32	32	43	43
	04	15	15	69	69	84	84
	05	25	25	221	221	246	246
	06	104	104	914	914	1,018	1,018
	07	278	278	2,025	2,025	2,303	2,303
	08	285	285	1,743	1,743	2,028	2,028
	09	184	184	1,327	1,327	1,511	1,511
	10	142	142	1,021	1,021	1,163	1,163
	11	120	120	850	850	970	970

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	127	127	905	905	1,032	1,032
	13	145	145	840	840	985	985
	14	151	151	916	916	1,067	1,067
	15	188	188	873	873	1,061	1,061
	16	201	201	890	890	1,091	1,091
	17	185	185	1,073	1,073	1,258	1,258
	18	161	161	920	920	1,081	1,081
	19	130	130	654	654	784	784
	20	119	119	458	458	577	577
	21	86	86	359	359	445	445
	22	72	72	243	243	315	315
	23	44	44	139	139	183	183
	All Hours	2,823	2,823	16,606	16,606	19,429	19,429
March 17, 2016	00	29	29	60	60	89	89
	01	13	13	46	46	59	59
	02	11	11	28	28	39	39
	03	10	10	36	36	46	46
	04	16	16	76	76	92	92
	05	28	28	207	207	235	235
	06	102	102	939	939	1,041	1,041
	07	260	260	1,960	1,960	2,220	2,220
	08	266	266	1,780	1,780	2,046	2,046
	09	188	188	1,311	1,311	1,499	1,499
	10	166	166	1,046	1,046	1,212	1,212
	11	144	144	942	942	1,086	1,086
	12	156	156	906	906	1,062	1,062

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	174	174	944	944	1,118	1,118
	14	168	168	930	930	1,098	1,098
	15	180	180	863	863	1,043	1,043
	16	203	203	891	891	1,094	1,094
	17	174	174	1,065	1,065	1,239	1,239
	18	154	154	940	940	1,094	1,094
	19	133	133	611	611	744	744
	20	90	90	447	447	537	537
	21	93	93	392	392	485	485
	22	72	72	271	271	343	343
	23	40	40	160	160	200	200
	All Hours	2,870	2,870	16,851	16,851	19,721	19,721
March 18, 2016	00	33	33	107	107	140	140
	01	21	21	56	56	77	77
	02	14	14	46	46	60	60
	03	15	15	45	45	60	60
	04	11	11	84	84	95	95
	05	28	28	200	200	228	228
	06	90	90	772	772	862	862
	07	246	246	1,736	1,736	1,982	1,982
	08	240	240	1,595	1,595	1,835	1,835
	09	185	185	1,260	1,260	1,445	1,445
	10	199	199	1,035	1,035	1,234	1,234
	11	159	159	994	994	1,153	1,153
	12	161	161	911	911	1,072	1,072
	13	145	145	903	903	1,048	1,048

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	161	161	922	922	1,083	1,083
	15	185	185	918	918	1,103	1,103
	16	222	222	994	994	1,216	1,216
	17	214	214	1,127	1,127	1,341	1,341
	18	178	178	1,006	1,006	1,184	1,184
	19	148	148	673	673	821	821
	20	122	122	501	501	623	623
	21	89	89	399	399	488	488
	22	102	102	336	336	438	438
	23	62	62	204	204	266	266
	All Hours	3,030	3,030	16,824	16,824	19,854	19,854
March 19, 2016	00	35	35	111	111	146	146
	01	35	35	88	88	123	123
	02	20	20	44	44	64	64
	03	12	12	40	40	52	52
	04	11	11	48	48	59	59
	05	22	22	100	100	122	122
	06	52	52	244	244	296	296
	07	83	83	449	449	532	532
	08	98	98	649	649	747	747
	09	121	121	759	759	880	880
	10	130	130	862	862	992	992
	11	138	138	922	922	1,060	1,060
	12	184	184	872	872	1,056	1,056
	13	161	161	858	858	1,019	1,019
	14	151	151	783	783	934	934

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	164	164	755	755	919	919
	16	151	151	831	831	982	982
	17	156	156	770	770	926	926
	18	113	113	800	800	913	913
	19	136	136	639	639	775	775
	20	109	109	505	505	614	614
	21	108	108	396	396	504	504
	22	194	194	793	793	987	987
	23	71	71	312	312	383	383
	All Hours	2,455	2,455	12,630	12,630	15,085	15,085
March 20, 2016	00	55	55	143	143	198	198
	01	44	44	109	109	153	153
	02	17	17	60	60	77	77
	03	17	17	45	45	62	62
	04	15	15	38	38	53	53
	05	16	16	69	69	85	85
	06	25	25	123	123	148	148
	07	48	48	192	192	240	240
	08	62	62	318	318	380	380
	09	71	71	497	497	568	568
	10	112	112	674	674	786	786
	11	136	136	786	786	922	922
	12	149	149	780	780	929	929
	13	132	132	810	810	942	942
	14	157	157	767	767	924	924
	15	144	144	688	688	832	832

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	144	144	698	698	842	842
	17	138	138	635	635	773	773
	18	114	114	566	566	680	680
	19	108	108	480	480	588	588
	20	87	87	410	410	497	497
	21	82	82	304	304	386	386
	22	60	60	219	219	279	279
	23	33	33	119	119	152	152
	All Hours	1,966	1,966	9,530	9,530	11,496	11,496
March 21, 2016	00	20	20	71	71	91	91
	01	24	24	40	40	64	64
	02	12	12	21	21	33	33
	03	9	9	28	28	37	37
	04	15	15	86	86	101	101
	05	33	33	209	209	242	242
	06	98	98	794	794	892	892
	07	271	271	1,751	1,751	2,022	2,022
	08	251	251	1,697	1,697	1,948	1,948
	09	169	169	1,233	1,233	1,402	1,402
	10	128	128	955	955	1,083	1,083
	11	132	132	805	805	937	937
	12	159	159	840	840	999	999
	13	139	139	820	820	959	959
	14	161	161	830	830	991	991
	15	179	179	862	862	1,041	1,041
	16	177	177	787	787	964	964

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	176	176	1,040	1,040	1,216	1,216
	18	156	156	804	804	960	960
	19	118	118	548	548	666	666
	20	77	77	378	378	455	455
	21	94	94	322	322	416	416
	22	52	52	226	226	278	278
	23	34	34	102	102	136	136
	All Hours	2,684	2,684	15,249	15,249	17,933	17,933
March 22, 2016	00	20	20	52	52	72	72
	01	10	10	33	33	43	43
	02	10	10	35	35	45	45
	03	12	12	33	33	45	45
	04	17	17	74	74	91	91
	05	24	24	207	207	231	231
	06	101	101	831	831	932	932
	07	250	250	1,884	1,884	2,134	2,134
	08	259	259	1,728	1,728	1,987	1,987
	09	178	178	1,292	1,292	1,470	1,470
	10	149	149	998	998	1,147	1,147
	11	146	146	925	925	1,071	1,071
	12	154	154	887	887	1,041	1,041
	13	142	142	857	857	999	999
	14	140	140	730	730	870	870
	15	168	168	820	820	988	988
	16	150	150	887	887	1,037	1,037
	17	197	197	1,014	1,014	1,211	1,211

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	163	163	858	858	1,021	1,021
	19	131	131	613	613	744	744
	20	99	99	429	429	528	528
	21	97	97	322	322	419	419
	22	64	64	255	255	319	319
	23	42	42	135	135	177	177
	All Hours	2,723	2,723	15,899	15,899	18,622	18,622
March 23, 2016	00	19	19	55	55	74	74
	01	18	18	36	36	54	54
	02	11	11	24	24	35	35
	03	11	11	27	27	38	38
	04	14	14	67	67	81	81
	05	39	39	213	213	252	252
	06	101	101	860	860	961	961
	07	262	262	1,847	1,847	2,109	2,109
	08	233	233	1,742	1,742	1,975	1,975
	09	159	159	1,227	1,227	1,386	1,386
	10	159	159	1,027	1,027	1,186	1,186
	11	139	139	958	958	1,097	1,097
	12	162	162	889	889	1,051	1,051
	13	132	132	823	823	955	955
	14	124	124	801	801	925	925
	15	187	187	872	872	1,059	1,059
	16	163	163	920	920	1,083	1,083
	17	223	223	1,083	1,083	1,306	1,306
	18	176	176	844	844	1,020	1,020

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	136	136	581	581	717	717
	20	116	116	431	431	547	547
	21	91	91	365	365	456	456
	22	76	76	262	262	338	338
	23	42	42	122	122	164	164
	All Hours	2,793	2,793	16,076	16,076	18,869	18,869
March 24, 2016	00	22	22	76	76	98	98
	01	21	21	44	44	65	65
	02	13	13	27	27	40	40
	03	10	10	51	51	61	61
	04	12	12	62	62	74	74
	05	24	24	195	195	219	219
	06	123	123	792	792	915	915
	07	257	257	1,739	1,739	1,996	1,996
	08	232	232	1,710	1,710	1,942	1,942
	09	191	191	1,222	1,222	1,413	1,413
	10	155	155	1,033	1,033	1,188	1,188
	11	162	162	1,006	1,006	1,168	1,168
	12	154	154	935	935	1,089	1,089
	13	142	142	835	835	977	977
	14	146	146	820	820	966	966
	15	187	187	869	869	1,056	1,056
	16	182	182	929	929	1,111	1,111
	17	152	152	886	886	1,038	1,038
	18	112	112	641	641	753	753
	19	145	145	644	644	789	789

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	109	109	427	427	536	536
	21	117	117	404	404	521	521
	22	74	74	260	260	334	334
	23	33	33	152	152	185	185
	All Hours	2,775	2,775	15,759	15,759	18,534	18,534
March 25, 2016	00	36	36	75	75	111	111
	01	17	17	51	51	68	68
	02	30	30	45	45	75	75
	03	7	7	42	42	49	49
	04	16	16	65	65	81	81
	05	28	28	170	170	198	198
	06	104	104	676	676	780	780
	07	206	206	1,375	1,375	1,581	1,581
	08	212	212	1,461	1,461	1,673	1,673
	09	161	161	1,070	1,070	1,231	1,231
	10	147	147	981	981	1,128	1,128
	11	160	160	940	940	1,100	1,100
	12	142	142	943	943	1,085	1,085
	13	169	169	911	911	1,080	1,080
	14	172	172	845	845	1,017	1,017
	15	189	189	953	953	1,142	1,142
	16	224	224	912	912	1,136	1,136
	17	191	191	1,005	1,005	1,196	1,196
	18	177	177	862	862	1,039	1,039
	19	137	137	648	648	785	785
	20	109	109	498	498	607	607

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	116	116	422	422	538	538
	22	69	69	301	301	370	370
	23	61	61	231	231	292	292
	All Hours	2,880	2,880	15,482	15,482	18,362	18,362
March 26, 2016	00	44	44	132	132	176	176
	01	28	28	70	70	98	98
	02	19	19	43	43	62	62
	03	12	12	36	36	48	48
	04	19	19	58	58	77	77
	05	22	22	76	76	98	98
	06	49	49	215	215	264	264
	07	79	79	409	409	488	488
	08	108	108	599	599	707	707
	09	126	126	796	796	922	922
	10	141	141	817	817	958	958
	11	188	188	988	988	1,176	1,176
	12	178	178	1,012	1,012	1,190	1,190
	13	203	203	961	961	1,164	1,164
	14	178	178	885	885	1,063	1,063
	15	144	144	798	798	942	942
	16	144	144	696	696	840	840
	17	180	180	826	826	1,006	1,006
	18	154	154	777	777	931	931
	19	124	124	667	667	791	791
	20	107	107	524	524	631	631
	21	117	117	447	447	564	564

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	98	98	350	350	448	448
	23	77	77	273	273	350	350
	All Hours	2,539	2,539	12,455	12,455	14,994	14,994
March 27, 2016	00	56	56	176	176	232	232
	01	37	37	90	90	127	127
	02	22	22	49	49	71	71
	03	16	16	47	47	63	63
	04	13	13	41	41	54	54
	05	22	22	64	64	86	86
	06	37	37	195	195	232	232
	07	36	36	185	185	221	221
	08	65	65	324	324	389	389
	09	77	77	456	456	533	533
	10	107	107	648	648	755	755
	11	131	131	713	713	844	844
	12	158	158	752	752	910	910
	13	159	159	829	829	988	988
	14	156	156	711	711	867	867
	15	190	190	699	699	889	889
	16	127	127	606	606	733	733
	17	164	164	701	701	865	865
	18	138	138	644	644	782	782
	19	131	131	635	635	766	766
	20	118	118	596	596	714	714
	21	122	122	398	398	520	520
	22	67	67	241	241	308	308

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	36	36	113	113	149	149
	All Hours	2,185	2,185	9,913	9,913	12,098	12,098
March 28, 2016	00	27	27	72	72	99	99
	01	12	12	26	26	38	38
	02	12	12	25	25	37	37
	03	14	14	36	36	50	50
	04	13	13	84	84	97	97
	05	29	29	198	198	227	227
	06	119	119	893	893	1,012	1,012
	07	295	295	1,961	1,961	2,256	2,256
	08	287	287	1,741	1,741	2,028	2,028
	09	174	174	1,275	1,275	1,449	1,449
	10	147	147	918	918	1,065	1,065
	11	106	106	837	837	943	943
	12	166	166	698	698	864	864
	13	146	146	712	712	858	858
	14	149	149	771	771	920	920
	15	177	177	864	864	1,041	1,041
	16	174	174	886	886	1,060	1,060
	17	178	178	975	975	1,153	1,153
	18	152	152	804	804	956	956
	19	100	100	498	498	598	598
	20	99	99	359	359	458	458
	21	83	83	313	313	396	396
	22	57	57	212	212	269	269
	23	40	40	144	144	184	184

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	***All Hours***	**2,756**	**2,756**	**15,302**	**15,302**	**18,058**	**18,058**
March 29, 2016	**00**	14	**14**	47	**47**	**61**	**61**
	01	9	**9**	27	**27**	**36**	**36**
	02	5	**5**	24	**24**	**29**	**29**
	03	13	**13**	39	**39**	**52**	**52**
	04	21	**21**	74	**74**	**95**	**95**
	05	25	**25**	229	**229**	**254**	**254**
	06	110	**110**	956	**956**	**1,066**	**1,066**
	07	293	**293**	1,910	**1,910**	**2,203**	**2,203**
	08	271	**271**	1,799	**1,799**	**2,070**	**2,070**
	09	169	**169**	1,292	**1,292**	**1,461**	**1,461**
	10	152	**152**	929	**929**	**1,081**	**1,081**
	11	142	**142**	841	**841**	**983**	**983**
	12	145	**145**	802	**802**	**947**	**947**
	13	150	**150**	813	**813**	**963**	**963**
	14	152	**152**	771	**771**	**923**	**923**
	15	131	**131**	754	**754**	**885**	**885**
	16	170	**170**	814	**814**	**984**	**984**
	17	169	**169**	951	**951**	**1,120**	**1,120**
	18	147	**147**	833	**833**	**980**	**980**
	19	100	**100**	536	**536**	**636**	**636**
	20	70	**70**	373	**373**	**443**	**443**
	21	75	**75**	301	**301**	**376**	**376**
	22	164	**164**	601	**601**	**765**	**765**
	23	48	**48**	179	**179**	**227**	**227**
	All Hours	**2,745**	**2,745**	**15,895**	**15,895**	**18,640**	**18,640**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	24	24	61	61	85	85
	01	11	11	27	27	38	38
	02	7	7	14	14	21	21
	03	11	11	45	45	56	56
	04	15	15	63	63	78	78
	05	28	28	211	211	239	239
	06	115	115	901	901	1,016	1,016
	07	218	218	1,722	1,722	1,940	1,940
	08	304	304	2,047	2,047	2,351	2,351
	09	168	168	1,260	1,260	1,428	1,428
	10	141	141	866	866	1,007	1,007
	11	128	128	861	861	989	989
	12	107	107	762	762	869	869
	13	136	136	758	758	894	894
	14	184	184	834	834	1,018	1,018
	15	182	182	876	876	1,058	1,058
	16	184	184	937	937	1,121	1,121
	17	179	179	1,053	1,053	1,232	1,232
	18	161	161	908	908	1,069	1,069
	19	124	124	590	590	714	714
	20	105	105	453	453	558	558
	21	79	79	290	290	369	369
	22	65	65	235	235	300	300
	23	38	38	134	134	172	172
	All Hours	2,714	2,714	15,908	15,908	18,622	18,622
March 31, 2016	00	21	21	74	74	95	95

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	9	9	41	41	50	50
	02	13	13	18	18	31	31
	03	7	7	37	37	44	44
	04	13	13	67	67	80	80
	05	32	32	203	203	235	235
	06	117	117	911	911	1,028	1,028
	07	306	306	2,057	2,057	2,363	2,363
	08	286	286	1,750	1,750	2,036	2,036
	09	205	205	1,279	1,279	1,484	1,484
	10	160	160	976	976	1,136	1,136
	11	138	138	870	870	1,008	1,008
	12	153	153	812	812	965	965
	13	159	159	798	798	957	957
	14	162	162	843	843	1,005	1,005
	15	176	176	913	913	1,089	1,089
	16	178	178	876	876	1,054	1,054
	17	174	174	990	990	1,164	1,164
	18	165	165	901	901	1,066	1,066
	19	144	144	581	581	725	725
	20	110	110	469	469	579	579
	21	69	69	376	376	445	445
	22	137	137	511	511	648	648
	23	64	64	262	262	326	326
	All Hours	2,998	2,998	16,615	16,615	19,613	19,613
Report Total		82,211	82,211	464,184	464,184	546,395	546,395

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005402) SR869 Deerfield A Main SB MP20

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	32	32	130	130	162	162
	01	19	19	63	63	82	82
	02	14	14	40	40	54	54
	03	10	10	35	35	45	45
	04	13	13	42	42	55	55
	05	32	32	152	152	184	184
	06	83	83	508	508	591	591
	07	187	187	1,199	1,199	1,386	1,386
	08	179	179	1,198	1,198	1,377	1,377
	09	200	200	899	899	1,099	1,099
	10	157	157	805	805	962	962
	11	178	178	875	875	1,053	1,053
	12	181	181	973	973	1,154	1,154
	13	160	160	1,098	1,098	1,258	1,258
	14	219	219	1,175	1,175	1,394	1,394
	15	204	204	1,467	1,467	1,671	1,671
	16	266	266	1,881	1,881	2,147	2,147
	17	320	320	2,567	2,567	2,887	2,887
	18	259	259	2,029	2,029	2,288	2,288
	19	165	165	1,164	1,164	1,329	1,329
	20	127	127	777	777	904	904
	21	91	91	626	626	717	717

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	73	73	439	439	512	512
	23	52	52	257	257	309	309
	All Hours	3,221	3,221	20,399	20,399	23,620	23,620
March 02, 2016	00	31	31	155	155	186	186
	01	30	30	76	76	106	106
	02	21	21	53	53	74	74
	03	13	13	47	47	60	60
	04	16	16	48	48	64	64
	05	28	28	152	152	180	180
	06	84	84	555	555	639	639
	07	202	202	1,132	1,132	1,334	1,334
	08	190	190	1,262	1,262	1,452	1,452
	09	180	180	916	916	1,096	1,096
	10	154	154	792	792	946	946
	11	153	153	864	864	1,017	1,017
	12	149	149	922	922	1,071	1,071
	13	181	181	1,076	1,076	1,257	1,257
	14	208	208	1,142	1,142	1,350	1,350
	15	199	199	1,536	1,536	1,735	1,735
	16	246	246	1,850	1,850	2,096	2,096
	17	326	326	2,457	2,457	2,783	2,783
	18	266	266	2,015	2,015	2,281	2,281
	19	185	185	1,167	1,167	1,352	1,352
	20	123	123	803	803	926	926
	21	103	103	638	638	741	741
	22	76	76	428	428	504	504

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	53	53	305	305	358	358
	All Hours	3,217	3,217	20,391	20,391	23,608	23,608
March 03, 2016	00	37	37	133	133	170	170
	01	18	18	83	83	101	101
	02	17	17	57	57	74	74
	03	21	21	43	43	64	64
	04	11	11	63	63	74	74
	05	32	32	144	144	176	176
	06	90	90	525	525	615	615
	07	213	213	1,175	1,175	1,388	1,388
	08	203	203	1,191	1,191	1,394	1,394
	09	172	172	939	939	1,111	1,111
	10	171	171	863	863	1,034	1,034
	11	176	176	942	942	1,118	1,118
	12	170	170	946	946	1,116	1,116
	13	179	179	1,102	1,102	1,281	1,281
	14	213	213	1,273	1,273	1,486	1,486
	15	216	216	1,539	1,539	1,755	1,755
	16	272	272	1,956	1,956	2,228	2,228
	17	317	317	2,593	2,593	2,910	2,910
	18	310	310	2,051	2,051	2,361	2,361
	19	185	185	1,198	1,198	1,383	1,383
	20	110	110	800	800	910	910
	21	98	98	684	684	782	782
	22	95	95	471	471	566	566
	23	66	66	326	326	392	392

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	*All Hours*	3,392	3,392	21,097	21,097	24,489	24,489
March 04, 2016	00	37	37	165	165	202	202
	01	22	22	99	99	121	121
	02	20	20	79	79	99	99
	03	17	17	61	61	78	78
	04	22	22	74	74	96	96
	05	30	30	150	150	180	180
	06	90	90	540	540	630	630
	07	217	217	1,139	1,139	1,356	1,356
	08	199	199	1,189	1,189	1,388	1,388
	09	171	171	951	951	1,122	1,122
	10	166	166	871	871	1,037	1,037
	11	157	157	948	948	1,105	1,105
	12	184	184	1,036	1,036	1,220	1,220
	13	195	195	1,186	1,186	1,381	1,381
	14	205	205	1,357	1,357	1,562	1,562
	15	260	260	1,650	1,650	1,910	1,910
	16	261	261	1,901	1,901	2,162	2,162
	17	300	300	2,255	2,255	2,555	2,555
	18	252	252	1,931	1,931	2,183	2,183
	19	212	212	1,115	1,115	1,327	1,327
	20	110	110	692	692	802	802
	21	120	120	678	678	798	798
	22	84	84	574	574	658	658
	23	78	78	470	470	548	548
	All Hours	3,409	3,409	21,111	21,111	24,520	24,520

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	62	62	277	277	339	339
	01	44	44	193	193	237	237
	02	24	24	143	143	167	167
	03	16	16	74	74	90	90
	04	20	20	72	72	92	92
	05	27	27	85	85	112	112
	06	38	38	213	213	251	251
	07	76	76	402	402	478	478
	08	106	106	601	601	707	707
	09	160	160	716	716	876	876
	10	161	161	843	843	1,004	1,004
	11	180	180	822	822	1,002	1,002
	12	190	190	892	892	1,082	1,082
	13	165	165	1,012	1,012	1,177	1,177
	14	209	209	1,077	1,077	1,286	1,286
	15	201	201	1,217	1,217	1,418	1,418
	16	234	234	1,223	1,223	1,457	1,457
	17	260	260	1,203	1,203	1,463	1,463
	18	203	203	1,236	1,236	1,439	1,439
	19	172	172	876	876	1,048	1,048
	20	108	108	650	650	758	758
	21	104	104	674	674	778	778
	22	86	86	619	619	705	705
	23	83	83	607	607	690	690
	All Hours	2,929	2,929	15,727	15,727	18,656	18,656
March 06, 2016	00	52	52	348	348	400	400

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	56	56	285	285	341	341
	02	41	41	160	160	201	201
	03	29	29	103	103	132	132
	04	30	30	65	65	95	95
	05	23	23	76	76	99	99
	06	32	32	121	121	153	153
	07	47	47	245	245	292	292
	08	75	75	354	354	429	429
	09	110	110	427	427	537	537
	10	146	146	659	659	805	805
	11	179	179	785	785	964	964
	12	207	207	902	902	1,109	1,109
	13	181	181	949	949	1,130	1,130
	14	164	164	899	899	1,063	1,063
	15	185	185	1,129	1,129	1,314	1,314
	16	220	220	1,221	1,221	1,441	1,441
	17	224	224	1,220	1,220	1,444	1,444
	18	205	205	1,148	1,148	1,353	1,353
	19	159	159	870	870	1,029	1,029
	20	115	115	584	584	699	699
	21	83	83	581	581	664	664
	22	65	65	360	360	425	425
	23	46	46	220	220	266	266
	All Hours	2,674	2,674	13,711	13,711	16,385	16,385
March 07, 2016	00	28	28	123	123	151	151
	01	21	21	71	71	92	92

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	6	6	45	45	51	51
	03	11	11	26	26	37	37
	04	15	15	58	58	73	73
	05	28	28	145	145	173	173
	06	94	94	540	540	634	634
	07	215	215	1,147	1,147	1,362	1,362
	08	222	222	1,189	1,189	1,411	1,411
	09	208	208	954	954	1,162	1,162
	10	150	150	802	802	952	952
	11	131	131	825	825	956	956
	12	182	182	862	862	1,044	1,044
	13	184	184	1,026	1,026	1,210	1,210
	14	193	193	1,134	1,134	1,327	1,327
	15	205	205	1,423	1,423	1,628	1,628
	16	249	249	1,850	1,850	2,099	2,099
	17	326	326	2,540	2,540	2,866	2,866
	18	317	317	2,215	2,215	2,532	2,532
	19	182	182	1,072	1,072	1,254	1,254
	20	117	117	624	624	741	741
	21	91	91	557	557	648	648
	22	62	62	336	336	398	398
	23	44	44	227	227	271	271
	All Hours	3,281	3,281	19,791	19,791	23,072	23,072
March 08, 2016	00	38	38	130	130	168	168
	01	19	19	78	78	97	97
	02	9	9	57	57	66	66

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	12	12	38	38	50	50
	04	13	13	47	47	60	60
	05	36	36	145	145	181	181
	06	90	90	515	515	605	605
	07	233	233	1,220	1,220	1,453	1,453
	08	208	208	1,150	1,150	1,358	1,358
	09	204	204	961	961	1,165	1,165
	10	142	142	802	802	944	944
	11	163	163	906	906	1,069	1,069
	12	185	185	888	888	1,073	1,073
	13	158	158	1,068	1,068	1,226	1,226
	14	192	192	1,171	1,171	1,363	1,363
	15	218	218	1,461	1,461	1,679	1,679
	16	244	244	1,874	1,874	2,118	2,118
	17	357	357	2,544	2,544	2,901	2,901
	18	273	273	2,086	2,086	2,359	2,359
	19	195	195	1,171	1,171	1,366	1,366
	20	123	123	709	709	832	832
	21	94	94	609	609	703	703
	22	65	65	380	380	445	445
	23	52	52	266	266	318	318
	All Hours	3,323	3,323	20,276	20,276	23,599	23,599
March 09, 2016	00	33	33	127	127	160	160
	01	14	14	78	78	92	92
	02	14	14	62	62	76	76
	03	13	13	46	46	59	59

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	15	15	55	55	70	70
	05	27	27	174	174	201	201
	06	96	96	536	536	632	632
	07	221	221	1,210	1,210	1,431	1,431
	08	203	203	1,245	1,245	1,448	1,448
	09	199	199	953	953	1,152	1,152
	10	189	189	840	840	1,029	1,029
	11	171	171	881	881	1,052	1,052
	12	165	165	854	854	1,019	1,019
	13	177	177	989	989	1,166	1,166
	14	169	169	1,191	1,191	1,360	1,360
	15	225	225	1,495	1,495	1,720	1,720
	16	268	268	1,884	1,884	2,152	2,152
	17	357	357	2,542	2,542	2,899	2,899
	18	270	270	1,975	1,975	2,245	2,245
	19	180	180	1,104	1,104	1,284	1,284
	20	143	143	735	735	878	878
	21	114	114	697	697	811	811
	22	122	122	793	793	915	915
	23	77	77	338	338	415	415
	All Hours	3,462	3,462	20,804	20,804	24,266	24,266
March 10, 2016	00	30	30	154	154	184	184
	01	18	18	94	94	112	112
	02	13	13	68	68	81	81
	03	17	17	41	41	58	58
	04	15	15	64	64	79	79

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	28	28	154	154	182	182
	06	89	89	537	537	626	626
	07	248	248	1,168	1,168	1,416	1,416
	08	218	218	1,200	1,200	1,418	1,418
	09	195	195	1,011	1,011	1,206	1,206
	10	185	185	829	829	1,014	1,014
	11	177	177	819	819	996	996
	12	180	180	920	920	1,100	1,100
	13	173	173	1,124	1,124	1,297	1,297
	14	177	177	1,128	1,128	1,305	1,305
	15	196	196	1,538	1,538	1,734	1,734
	16	286	286	1,898	1,898	2,184	2,184
	17	320	320	2,574	2,574	2,894	2,894
	18	328	328	2,116	2,116	2,444	2,444
	19	189	189	1,270	1,270	1,459	1,459
	20	125	125	758	758	883	883
	21	126	126	677	677	803	803
	22	83	83	445	445	528	528
	23	58	58	315	315	373	373
	All Hours	3,474	3,474	20,902	20,902	24,376	24,376
March 11, 2016	00	29	29	181	181	210	210
	01	24	24	128	128	152	152
	02	17	17	86	86	103	103
	03	10	10	58	58	68	68
	04	13	13	65	65	78	78
	05	32	32	149	149	181	181

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	90	90	524	524	614	614
	07	205	205	1,140	1,140	1,345	1,345
	08	221	221	1,233	1,233	1,454	1,454
	09	171	171	936	936	1,107	1,107
	10	159	159	856	856	1,015	1,015
	11	182	182	893	893	1,075	1,075
	12	176	176	940	940	1,116	1,116
	13	198	198	1,094	1,094	1,292	1,292
	14	212	212	1,245	1,245	1,457	1,457
	15	228	228	1,599	1,599	1,827	1,827
	16	274	274	1,914	1,914	2,188	2,188
	17	335	335	2,380	2,380	2,715	2,715
	18	287	287	1,714	1,714	2,001	2,001
	19	191	191	1,104	1,104	1,295	1,295
	20	146	146	704	704	850	850
	21	112	112	679	679	791	791
	22	103	103	628	628	731	731
	23	96	96	535	535	631	631
	All Hours	3,511	3,511	20,785	20,785	24,296	24,296
March 12, 2016	00	52	52	274	274	326	326
	01	51	51	176	176	227	227
	02	32	32	127	127	159	159
	03	11	11	81	81	92	92
	04	35	35	69	69	104	104
	05	27	27	71	71	98	98
	06	38	38	225	225	263	263

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	99	99	450	450	549	549
	08	130	130	631	631	761	761
	09	174	174	716	716	890	890
	10	168	168	839	839	1,007	1,007
	11	195	195	850	850	1,045	1,045
	12	194	194	987	987	1,181	1,181
	13	194	194	1,029	1,029	1,223	1,223
	14	189	189	999	999	1,188	1,188
	15	235	235	1,211	1,211	1,446	1,446
	16	231	231	1,373	1,373	1,604	1,604
	17	234	234	1,338	1,338	1,572	1,572
	18	272	272	1,323	1,323	1,595	1,595
	19	175	175	932	932	1,107	1,107
	20	116	116	649	649	765	765
	21	99	99	602	602	701	701
	22	95	95	658	658	753	753
	23	98	98	619	619	717	717
	All Hours	3,144	3,144	16,229	16,229	19,373	19,373
March 13, 2016	00	65	65	352	352	417	417
	01	58	58	223	223	281	281
	03	43	43	170	170	213	213
	04	30	30	122	122	152	152
	05	19	19	90	90	109	109
	06	25	25	105	105	130	130
	07	57	57	192	192	249	249
	08	62	62	291	291	353	353

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	89	89	418	418	507	507
	10	131	131	577	577	708	708
	11	144	144	744	744	888	888
	12	152	152	792	792	944	944
	13	173	173	858	858	1,031	1,031
	14	189	189	918	918	1,107	1,107
	15	194	194	992	992	1,186	1,186
	16	216	216	1,111	1,111	1,327	1,327
	17	213	213	1,105	1,105	1,318	1,318
	18	186	186	1,048	1,048	1,234	1,234
	19	159	159	800	800	959	959
	20	141	141	667	667	808	808
	21	98	98	541	541	639	639
	22	103	103	368	368	471	471
	23	53	53	279	279	332	332
	All Hours	2,600	2,600	12,763	12,763	15,363	15,363
March 14, 2016	00	40	40	171	171	211	211
	01	20	20	74	74	94	94
	02	16	16	52	52	68	68
	03	17	17	34	34	51	51
	04	21	21	61	61	82	82
	05	28	28	134	134	162	162
	06	69	69	480	480	549	549
	07	206	206	1,017	1,017	1,223	1,223
	08	222	222	1,184	1,184	1,406	1,406
	09	192	192	942	942	1,134	1,134

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	171	171	810	810	981	981
	11	139	139	818	818	957	957
	12	157	157	830	830	987	987
	13	167	167	1,041	1,041	1,208	1,208
	14	172	172	1,119	1,119	1,291	1,291
	15	199	199	1,352	1,352	1,551	1,551
	16	276	276	1,841	1,841	2,117	2,117
	17	319	319	2,574	2,574	2,893	2,893
	18	254	254	1,977	1,977	2,231	2,231
	19	165	165	1,090	1,090	1,255	1,255
	20	138	138	716	716	854	854
	21	94	94	589	589	683	683
	22	87	87	394	394	481	481
	23	44	44	295	295	339	339
	All Hours	3,213	3,213	19,595	19,595	22,808	22,808
March 15, 2016	00	39	39	139	139	178	178
	01	19	19	89	89	108	108
	02	12	12	50	50	62	62
	03	14	14	49	49	63	63
	04	14	14	61	61	75	75
	05	26	26	167	167	193	193
	06	93	93	454	454	547	547
	07	206	206	1,110	1,110	1,316	1,316
	08	240	240	1,255	1,255	1,495	1,495
	09	200	200	1,000	1,000	1,200	1,200
	10	159	159	818	818	977	977

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	168	168	896	896	1,064	1,064
	12	146	146	1,006	1,006	1,152	1,152
	13	185	185	1,066	1,066	1,251	1,251
	14	200	200	1,201	1,201	1,401	1,401
	15	198	198	1,467	1,467	1,665	1,665
	16	258	258	1,834	1,834	2,092	2,092
	17	322	322	2,528	2,528	2,850	2,850
	18	284	284	2,167	2,167	2,451	2,451
	19	182	182	1,165	1,165	1,347	1,347
	20	139	139	864	864	1,003	1,003
	21	106	106	667	667	773	773
	22	79	79	500	500	579	579
	23	63	63	284	284	347	347
	All Hours	3,352	3,352	20,837	20,837	24,189	24,189
March 16, 2016	00	47	47	176	176	223	223
	01	18	18	87	87	105	105
	02	8	8	57	57	65	65
	03	10	10	45	45	55	55
	04	19	19	61	61	80	80
	05	26	26	142	142	168	168
	06	86	86	507	507	593	593
	07	239	239	1,126	1,126	1,365	1,365
	08	225	225	1,299	1,299	1,524	1,524
	09	193	193	953	953	1,146	1,146
	10	140	140	796	796	936	936
	11	137	137	880	880	1,017	1,017

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	163	163	1,014	1,014	1,177	1,177
	13	210	210	1,051	1,051	1,261	1,261
	14	202	202	1,159	1,159	1,361	1,361
	15	223	223	1,426	1,426	1,649	1,649
	16	269	269	1,914	1,914	2,183	2,183
	17	329	329	2,535	2,535	2,864	2,864
	18	293	293	2,074	2,074	2,367	2,367
	19	180	180	1,249	1,249	1,429	1,429
	20	155	155	910	910	1,065	1,065
	21	132	132	726	726	858	858
	22	111	111	534	534	645	645
	23	72	72	332	332	404	404
	All Hours	3,487	3,487	21,053	21,053	24,540	24,540
March 17, 2016	00	40	40	190	190	230	230
	01	26	26	95	95	121	121
	02	11	11	81	81	92	92
	03	18	18	48	48	66	66
	04	12	12	63	63	75	75
	05	33	33	156	156	189	189
	06	95	95	475	475	570	570
	07	213	213	1,120	1,120	1,333	1,333
	08	210	210	1,237	1,237	1,447	1,447
	09	206	206	972	972	1,178	1,178
	10	181	181	861	861	1,042	1,042
	11	197	197	957	957	1,154	1,154
	12	174	174	1,024	1,024	1,198	1,198

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	183	183	1,055	1,055	1,238	1,238
	14	172	172	1,186	1,186	1,358	1,358
	15	214	214	1,497	1,497	1,711	1,711
	16	277	277	1,839	1,839	2,116	2,116
	17	361	361	2,320	2,320	2,681	2,681
	18	279	279	2,030	2,030	2,309	2,309
	19	186	186	1,111	1,111	1,297	1,297
	20	156	156	807	807	963	963
	21	133	133	729	729	862	862
	22	67	67	416	416	483	483
	23	51	51	277	277	328	328
	All Hours	3,495	3,495	20,546	20,546	24,041	24,041
March 18, 2016	00	24	24	178	178	202	202
	01	38	38	113	113	151	151
	02	18	18	98	98	116	116
	03	13	13	68	68	81	81
	04	27	27	76	76	103	103
	05	28	28	153	153	181	181
	06	73	73	458	458	531	531
	07	185	185	961	961	1,146	1,146
	08	199	199	1,150	1,150	1,349	1,349
	09	203	203	1,027	1,027	1,230	1,230
	10	164	164	863	863	1,027	1,027
	11	168	168	857	857	1,025	1,025
	12	173	173	1,097	1,097	1,270	1,270
	13	191	191	1,148	1,148	1,339	1,339

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	196	**196**	1,230	**1,230**	**1,426**	**1,426**
	15	245	**245**	1,523	**1,523**	**1,768**	**1,768**
	16	262	**262**	1,723	**1,723**	**1,985**	**1,985**
	17	319	**319**	2,196	**2,196**	**2,515**	**2,515**
	18	312	**312**	1,759	**1,759**	**2,071**	**2,071**
	19	191	**191**	1,107	**1,107**	**1,298**	**1,298**
	20	178	**178**	792	**792**	**970**	**970**
	21	125	**125**	676	**676**	**801**	**801**
	22	117	**117**	637	**637**	**754**	**754**
	23	86	**86**	484	**484**	**570**	**570**
	All Hours	**3,535**	**3,535**	**20,374**	**20,374**	**23,909**	**23,909**
March 19, 2016	00	86	**86**	301	**301**	**387**	**387**
	01	52	**52**	189	**189**	**241**	**241**
	02	43	**43**	133	**133**	**176**	**176**
	03	28	**28**	91	**91**	**119**	**119**
	04	23	**23**	70	**70**	**93**	**93**
	05	29	**29**	92	**92**	**121**	**121**
	06	42	**42**	192	**192**	**234**	**234**
	07	81	**81**	363	**363**	**444**	**444**
	08	119	**119**	564	**564**	**683**	**683**
	09	139	**139**	695	**695**	**834**	**834**
	10	152	**152**	755	**755**	**907**	**907**
	11	192	**192**	862	**862**	**1,054**	**1,054**
	12	180	**180**	963	**963**	**1,143**	**1,143**
	13	214	**214**	1,025	**1,025**	**1,239**	**1,239**
	14	184	**184**	1,068	**1,068**	**1,252**	**1,252**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	196	196	1,085	1,085	1,281	1,281
	16	204	204	1,142	1,142	1,346	1,346
	17	248	248	1,266	1,266	1,514	1,514
	18	213	213	1,075	1,075	1,288	1,288
	19	143	143	817	817	960	960
	20	135	135	633	633	768	768
	21	131	131	612	612	743	743
	22	115	115	652	652	767	767
	23	86	86	517	517	603	603
	All Hours	3,035	3,035	15,162	15,162	18,197	18,197
March 20, 2016	00	74	74	375	375	449	449
	01	45	45	249	249	294	294
	02	47	47	146	146	193	193
	03	21	21	94	94	115	115
	04	21	21	76	76	97	97
	05	14	14	66	66	80	80
	06	21	21	120	120	141	141
	07	44	44	190	190	234	234
	08	53	53	303	303	356	356
	09	102	102	374	374	476	476
	10	135	135	550	550	685	685
	11	145	145	741	741	886	886
	12	163	163	780	780	943	943
	13	181	181	813	813	994	994
	14	144	144	900	900	1,044	1,044
	15	161	161	897	897	1,058	1,058

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	165	165	933	933	1,098	1,098
	17	169	169	927	927	1,096	1,096
	18	152	152	906	906	1,058	1,058
	19	164	164	812	812	976	976
	20	111	111	645	645	756	756
	21	93	93	516	516	609	609
	22	79	79	358	358	437	437
	23	50	50	239	239	289	289
	All Hours	2,354	2,354	12,010	12,010	14,364	14,364
March 21, 2016	00	54	54	190	190	244	244
	01	26	26	107	107	133	133
	02	12	12	41	41	53	53
	03	15	15	39	39	54	54
	04	12	12	46	46	58	58
	05	23	23	125	125	148	148
	06	67	67	416	416	483	483
	07	192	192	910	910	1,102	1,102
	08	199	199	1,134	1,134	1,333	1,333
	09	183	183	904	904	1,087	1,087
	10	169	169	832	832	1,001	1,001
	11	168	168	897	897	1,065	1,065
	12	171	171	920	920	1,091	1,091
	13	165	165	958	958	1,123	1,123
	14	160	160	1,022	1,022	1,182	1,182
	15	222	222	1,357	1,357	1,579	1,579
	16	254	254	1,736	1,736	1,990	1,990

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	340	340	2,372	2,372	2,712	2,712
	18	221	221	1,777	1,777	1,998	1,998
	19	183	183	1,042	1,042	1,225	1,225
	20	122	122	736	736	858	858
	21	116	116	574	574	690	690
	22	71	71	382	382	453	453
	23	51	51	228	228	279	279
	All Hours	3,196	3,196	18,745	18,745	21,941	21,941
March 22, 2016	00	45	45	152	152	197	197
	01	24	24	85	85	109	109
	02	20	20	44	44	64	64
	03	9	9	49	49	58	58
	04	11	11	48	48	59	59
	05	26	26	129	129	155	155
	06	75	75	416	416	491	491
	07	196	196	892	892	1,088	1,088
	08	218	218	1,127	1,127	1,345	1,345
	09	180	180	941	941	1,121	1,121
	10	181	181	814	814	995	995
	11	161	161	828	828	989	989
	12	149	149	910	910	1,059	1,059
	13	173	173	994	994	1,167	1,167
	14	188	188	1,211	1,211	1,399	1,399
	15	222	222	1,407	1,407	1,629	1,629
	16	256	256	1,652	1,652	1,908	1,908
	17	329	329	2,447	2,447	2,776	2,776

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	282	282	2,016	2,016	2,298	2,298
	19	217	217	1,119	1,119	1,336	1,336
	20	132	132	813	813	945	945
	21	110	110	671	671	781	781
	22	87	87	454	454	541	541
	23	55	55	251	251	306	306
	All Hours	3,346	3,346	19,470	19,470	22,816	22,816
March 23, 2016	00	48	48	162	162	210	210
	01	24	24	115	115	139	139
	02	19	19	64	64	83	83
	03	10	10	54	54	64	64
	04	15	15	46	46	61	61
	05	29	29	119	119	148	148
	06	75	75	453	453	528	528
	07	182	182	937	937	1,119	1,119
	08	207	207	1,143	1,143	1,350	1,350
	09	187	187	938	938	1,125	1,125
	10	170	170	816	816	986	986
	11	171	171	937	937	1,108	1,108
	12	161	161	963	963	1,124	1,124
	13	184	184	994	994	1,178	1,178
	14	202	202	1,063	1,063	1,265	1,265
	15	205	205	1,438	1,438	1,643	1,643
	16	278	278	1,788	1,788	2,066	2,066
	17	321	321	2,382	2,382	2,703	2,703
	18	259	259	1,948	1,948	2,207	2,207

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	171	171	1,196	1,196	1,367	1,367
	20	144	144	780	780	924	924
	21	126	126	700	700	826	826
	22	98	98	526	526	624	624
	23	67	67	342	342	409	409
	All Hours	3,353	3,353	19,904	19,904	23,257	23,257
March 24, 2016	00	33	33	196	196	229	229
	01	22	22	92	92	114	114
	02	21	21	91	91	112	112
	03	16	16	51	51	67	67
	04	20	20	47	47	67	67
	05	23	23	124	124	147	147
	06	79	79	405	405	484	484
	07	182	182	867	867	1,049	1,049
	08	191	191	1,151	1,151	1,342	1,342
	09	182	182	951	951	1,133	1,133
	10	159	159	854	854	1,013	1,013
	11	161	161	901	901	1,062	1,062
	12	184	184	973	973	1,157	1,157
	13	174	174	1,051	1,051	1,225	1,225
	14	200	200	1,163	1,163	1,363	1,363
	15	228	228	1,499	1,499	1,727	1,727
	16	258	258	1,722	1,722	1,980	1,980
	17	324	324	2,061	2,061	2,385	2,385
	18	218	218	1,389	1,389	1,607	1,607
	19	149	149	973	973	1,122	1,122

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	119	119	806	806	925	925
	21	107	107	635	635	742	742
	22	106	106	521	521	627	627
	23	66	66	332	332	398	398
	All Hours	3,222	3,222	18,855	18,855	22,077	22,077
March 25, 2016	00	58	58	185	185	243	243
	01	37	37	137	137	174	174
	02	27	27	94	94	121	121
	03	11	11	68	68	79	79
	04	16	16	73	73	89	89
	05	33	33	127	127	160	160
	06	56	56	358	358	414	414
	07	171	171	766	766	937	937
	08	183	183	976	976	1,159	1,159
	09	205	205	923	923	1,128	1,128
	10	199	199	867	867	1,066	1,066
	11	188	188	911	911	1,099	1,099
	12	192	192	1,137	1,137	1,329	1,329
	13	173	173	1,134	1,134	1,307	1,307
	14	217	217	1,276	1,276	1,493	1,493
	15	258	258	1,431	1,431	1,689	1,689
	16	275	275	1,666	1,666	1,941	1,941
	17	309	309	1,910	1,910	2,219	2,219
	18	228	228	1,265	1,265	1,493	1,493
	19	160	160	888	888	1,048	1,048
	20	117	117	669	669	786	786

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	133	133	592	592	725	725
	22	122	122	584	584	706	706
	23	80	80	459	459	539	539
	All Hours	3,448	3,448	18,496	18,496	21,944	21,944
March 26, 2016	00	71	71	262	262	333	333
	01	54	54	210	210	264	264
	02	40	40	117	117	157	157
	03	18	18	83	83	101	101
	04	19	19	69	69	88	88
	05	25	25	108	108	133	133
	06	43	43	209	209	252	252
	07	78	78	297	297	375	375
	08	110	110	500	500	610	610
	09	143	143	620	620	763	763
	10	211	211	823	823	1,034	1,034
	11	218	218	848	848	1,066	1,066
	12	199	199	902	902	1,101	1,101
	13	201	201	973	973	1,174	1,174
	14	203	203	1,087	1,087	1,290	1,290
	15	208	208	1,071	1,071	1,279	1,279
	16	224	224	1,143	1,143	1,367	1,367
	17	231	231	1,196	1,196	1,427	1,427
	18	229	229	1,093	1,093	1,322	1,322
	19	188	188	948	948	1,136	1,136
	20	140	140	730	730	870	870
	21	102	102	621	621	723	723

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	119	119	654	654	773	773
	23	104	104	541	541	645	645
	All Hours	3,178	3,178	15,105	15,105	18,283	18,283
March 27, 2016	00	72	72	367	367	439	439
	01	53	53	249	249	302	302
	02	50	50	138	138	188	188
	03	28	28	98	98	126	126
	04	26	26	73	73	99	99
	05	26	26	54	54	80	80
	06	20	20	104	104	124	124
	07	42	42	183	183	225	225
	08	56	56	299	299	355	355
	09	103	103	419	419	522	522
	10	152	152	588	588	740	740
	11	137	137	684	684	821	821
	12	177	177	776	776	953	953
	13	200	200	1,027	1,027	1,227	1,227
	14	181	181	986	986	1,167	1,167
	15	178	178	1,044	1,044	1,222	1,222
	16	183	183	933	933	1,116	1,116
	17	182	182	914	914	1,096	1,096
	18	176	176	922	922	1,098	1,098
	19	141	141	808	808	949	949
	20	139	139	744	744	883	883
	21	111	111	519	519	630	630
	22	68	68	351	351	419	419

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	50	50	195	195	245	245
	All Hours	2,551	2,551	12,475	12,475	15,026	15,026
March 28, 2016	00	29	29	140	140	169	169
	01	15	15	62	62	77	77
	02	20	20	47	47	67	67
	03	9	9	32	32	41	41
	04	26	26	58	58	84	84
	05	22	22	141	141	163	163
	06	86	86	491	491	577	577
	07	208	208	1,037	1,037	1,245	1,245
	08	190	190	1,116	1,116	1,306	1,306
	09	214	214	890	890	1,104	1,104
	10	150	150	864	864	1,014	1,014
	11	175	175	800	800	975	975
	12	179	179	960	960	1,139	1,139
	13	181	181	1,023	1,023	1,204	1,204
	14	204	204	1,081	1,081	1,285	1,285
	15	202	202	1,432	1,432	1,634	1,634
	16	255	255	1,835	1,835	2,090	2,090
	17	334	334	2,488	2,488	2,822	2,822
	18	244	244	1,768	1,768	2,012	2,012
	19	207	207	1,052	1,052	1,259	1,259
	20	144	144	772	772	916	916
	21	101	101	556	556	657	657
	22	85	85	422	422	507	507
	23	51	51	247	247	298	298

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	*All Hours*	3,331	3,331	19,314	19,314	22,645	22,645
March 29, 2016	00	33	33	122	122	155	155
	01	18	18	79	79	97	97
	02	15	15	46	46	61	61
	03	15	15	45	45	60	60
	04	10	10	52	52	62	62
	05	26	26	134	134	160	160
	06	79	79	517	517	596	596
	07	210	210	1,118	1,118	1,328	1,328
	08	205	205	1,248	1,248	1,453	1,453
	09	198	198	938	938	1,136	1,136
	10	175	175	814	814	989	989
	11	147	147	824	824	971	971
	12	161	161	927	927	1,088	1,088
	13	183	183	1,062	1,062	1,245	1,245
	14	211	211	1,243	1,243	1,454	1,454
	15	242	242	1,430	1,430	1,672	1,672
	16	260	260	1,634	1,634	1,894	1,894
	17	278	278	2,174	2,174	2,452	2,452
	18	347	347	2,212	2,212	2,559	2,559
	19	187	187	1,191	1,191	1,378	1,378
	20	110	110	628	628	738	738
	21	101	101	546	546	647	647
	22	53	53	385	385	438	438
	23	60	60	275	275	335	335
	All Hours	3,324	3,324	19,644	19,644	22,968	22,968

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	26	26	154	154	180	180
	01	23	23	90	90	113	113
	02	18	18	53	53	71	71
	03	13	13	42	42	55	55
	04	9	9	48	48	57	57
	05	20	20	128	128	148	148
	06	84	84	474	474	558	558
	07	186	186	1,053	1,053	1,239	1,239
	08	207	207	1,187	1,187	1,394	1,394
	09	195	195	969	969	1,164	1,164
	10	134	134	794	794	928	928
	11	149	149	800	800	949	949
	12	153	153	880	880	1,033	1,033
	13	211	211	1,077	1,077	1,288	1,288
	14	157	157	1,137	1,137	1,294	1,294
	15	225	225	1,377	1,377	1,602	1,602
	16	294	294	1,796	1,796	2,090	2,090
	17	346	346	2,334	2,334	2,680	2,680
	18	305	305	2,045	2,045	2,350	2,350
	19	198	198	1,220	1,220	1,418	1,418
	20	117	117	821	821	938	938
	21	134	134	638	638	772	772
	22	91	91	461	461	552	552
	23	52	52	255	255	307	307
	All Hours	3,347	3,347	19,833	19,833	23,180	23,180
March 31, 2016	00	30	30	151	151	181	181

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	20	20	91	91	111	111
	02	21	21	59	59	80	80
	03	14	14	39	39	53	53
	04	14	14	70	70	84	84
	05	36	36	152	152	188	188
	06	90	90	452	452	542	542
	07	207	207	1,093	1,093	1,300	1,300
	08	234	234	1,185	1,185	1,419	1,419
	09	215	215	986	986	1,201	1,201
	10	150	150	847	847	997	997
	11	174	174	913	913	1,087	1,087
	12	182	182	894	894	1,076	1,076
	13	179	179	1,064	1,064	1,243	1,243
	14	202	202	1,165	1,165	1,367	1,367
	15	233	233	1,331	1,331	1,564	1,564
	16	313	313	1,864	1,864	2,177	2,177
	17	351	351	2,374	2,374	2,725	2,725
	18	321	321	2,170	2,170	2,491	2,491
	19	216	216	1,295	1,295	1,511	1,511
	20	158	158	886	886	1,044	1,044
	21	123	123	709	709	832	832
	22	95	95	502	502	597	597
	23	69	69	344	344	413	413
	All Hours	3,647	3,647	20,636	20,636	24,283	24,283
Report Total		100,051	100,051	576,040	576,040	676,091	676,091

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005403) SR869 Deerfield B Main NB MP20

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	19	19	97	97	116	116
	01	17	17	82	82	99	99
	02	11	11	72	72	83	83
	03	20	20	59	59	79	79
	04	12	12	169	169	181	181
	05	37	37	382	382	419	419
	06	117	117	1,394	1,394	1,511	1,511
	07	316	316	3,427	3,427	3,743	3,743
	08	262	262	2,787	2,787	3,049	3,049
	09	194	194	1,766	1,766	1,960	1,960
	10	157	157	1,259	1,259	1,416	1,416
	11	130	130	1,101	1,101	1,231	1,231
	12	131	131	1,104	1,104	1,235	1,235
	13	128	128	1,046	1,046	1,174	1,174
	14	151	151	1,224	1,224	1,375	1,375
	15	196	196	1,438	1,438	1,634	1,634
	16	188	188	1,770	1,770	1,958	1,958
	17	259	259	2,053	2,053	2,312	2,312
	18	195	195	1,488	1,488	1,683	1,683
	19	120	120	795	795	915	915
	20	90	90	554	554	644	644
	21	60	60	423	423	483	483

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	50	50	319	319	369	369
	23	34	34	167	167	201	201
	All Hours	2,894	2,894	24,976	24,976	27,870	27,870
March 02, 2016	00	19	19	95	95	114	114
	01	18	18	76	76	94	94
	02	13	13	52	52	65	65
	03	15	15	74	74	89	89
	04	22	22	154	154	176	176
	05	37	37	391	391	428	428
	06	113	113	1,348	1,348	1,461	1,461
	07	323	323	3,427	3,427	3,750	3,750
	08	279	279	2,748	2,748	3,027	3,027
	09	198	198	1,853	1,853	2,051	2,051
	10	132	132	1,294	1,294	1,426	1,426
	11	148	148	1,125	1,125	1,273	1,273
	12	117	117	857	857	974	974
	13	153	153	1,172	1,172	1,325	1,325
	14	138	138	1,114	1,114	1,252	1,252
	15	203	203	1,504	1,504	1,707	1,707
	16	213	213	1,824	1,824	2,037	2,037
	17	230	230	2,023	2,023	2,253	2,253
	18	162	162	1,438	1,438	1,600	1,600
	19	123	123	860	860	983	983
	20	94	94	589	589	683	683
	21	60	60	442	442	502	502
	22	45	45	304	304	349	349

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	40	40	144	144	184	184
	All Hours	2,895	2,895	24,908	24,908	27,803	27,803
March 03, 2016	00	22	22	113	113	135	135
	01	18	18	92	92	110	110
	02	16	16	71	71	87	87
	03	25	25	71	71	96	96
	04	23	23	164	164	187	187
	05	35	35	419	419	454	454
	06	140	140	1,381	1,381	1,521	1,521
	07	317	317	3,380	3,380	3,697	3,697
	08	283	283	2,821	2,821	3,104	3,104
	09	211	211	1,908	1,908	2,119	2,119
	10	171	171	1,382	1,382	1,553	1,553
	11	156	156	1,169	1,169	1,325	1,325
	12	153	153	1,187	1,187	1,340	1,340
	13	158	158	1,151	1,151	1,309	1,309
	14	169	169	1,246	1,246	1,415	1,415
	15	196	196	1,557	1,557	1,753	1,753
	16	220	220	1,932	1,932	2,152	2,152
	17	264	264	2,180	2,180	2,444	2,444
	18	215	215	1,617	1,617	1,832	1,832
	19	134	134	887	887	1,021	1,021
	20	83	83	609	609	692	692
	21	72	72	472	472	544	544
	22	78	78	413	413	491	491
	23	53	53	200	200	253	253

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	***All Hours***	**3,212**	**3,212**	**26,422**	**26,422**	**29,634**	**29,634**
March 04, 2016	**00**	20	**20**	122	**122**	**142**	**142**
	01	17	**17**	111	**111**	**128**	**128**
	02	16	**16**	84	**84**	**100**	**100**
	03	16	**16**	81	**81**	**97**	**97**
	04	16	**16**	166	**166**	**182**	**182**
	05	38	**38**	382	**382**	**420**	**420**
	06	117	**117**	1,346	**1,346**	**1,463**	**1,463**
	07	307	**307**	3,276	**3,276**	**3,583**	**3,583**
	08	277	**277**	2,732	**2,732**	**3,009**	**3,009**
	09	224	**224**	1,816	**1,816**	**2,040**	**2,040**
	10	175	**175**	1,445	**1,445**	**1,620**	**1,620**
	11	178	**178**	1,346	**1,346**	**1,524**	**1,524**
	12	159	**159**	1,233	**1,233**	**1,392**	**1,392**
	13	154	**154**	1,317	**1,317**	**1,471**	**1,471**
	14	168	**168**	1,491	**1,491**	**1,659**	**1,659**
	15	207	**207**	1,810	**1,810**	**2,017**	**2,017**
	16	237	**237**	2,097	**2,097**	**2,334**	**2,334**
	17	289	**289**	2,181	**2,181**	**2,470**	**2,470**
	18	237	**237**	1,808	**1,808**	**2,045**	**2,045**
	19	144	**144**	1,097	**1,097**	**1,241**	**1,241**
	20	119	**119**	737	**737**	**856**	**856**
	21	105	**105**	571	**571**	**676**	**676**
	22	75	**75**	580	**580**	**655**	**655**
	23	38	**38**	284	**284**	**322**	**322**
	All Hours	**3,333**	**3,333**	**28,113**	**28,113**	**31,446**	**31,446**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	39	39	179	179	218	218
	01	20	20	121	121	141	141
	02	14	14	71	71	85	85
	03	12	12	70	70	82	82
	04	13	13	122	122	135	135
	05	32	32	221	221	253	253
	06	69	69	532	532	601	601
	07	107	107	936	936	1,043	1,043
	08	140	140	1,161	1,161	1,301	1,301
	09	174	174	1,337	1,337	1,511	1,511
	10	168	168	1,319	1,319	1,487	1,487
	11	179	179	1,440	1,440	1,619	1,619
	12	163	163	1,393	1,393	1,556	1,556
	13	177	177	1,260	1,260	1,437	1,437
	14	159	159	1,242	1,242	1,401	1,401
	15	156	156	1,170	1,170	1,326	1,326
	16	170	170	1,150	1,150	1,320	1,320
	17	159	159	1,226	1,226	1,385	1,385
	18	148	148	1,209	1,209	1,357	1,357
	19	152	152	918	918	1,070	1,070
	20	108	108	654	654	762	762
	21	95	95	593	593	688	688
	22	105	105	696	696	801	801
	23	56	56	351	351	407	407
	All Hours	2,615	2,615	19,371	19,371	21,986	21,986
March 06, 2016	00	34	34	224	224	258	258

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	48	48	176	176	224	224
	02	14	14	103	103	117	117
	03	16	16	72	72	88	88
	04	16	16	99	99	115	115
	05	24	24	139	139	163	163
	06	33	33	336	336	369	369
	07	65	65	490	490	555	555
	08	81	81	616	616	697	697
	09	124	124	893	893	1,017	1,017
	10	133	133	1,054	1,054	1,187	1,187
	11	153	153	1,285	1,285	1,438	1,438
	12	143	143	1,246	1,246	1,389	1,389
	13	131	131	1,198	1,198	1,329	1,329
	14	167	167	1,107	1,107	1,274	1,274
	15	139	139	1,137	1,137	1,276	1,276
	16	171	171	1,262	1,262	1,433	1,433
	17	135	135	1,095	1,095	1,230	1,230
	18	174	174	1,016	1,016	1,190	1,190
	19	126	126	881	881	1,007	1,007
	20	97	97	622	622	719	719
	21	83	83	380	380	463	463
	22	44	44	261	261	305	305
	23	37	37	124	124	161	161
	All Hours	2,188	2,188	15,816	15,816	18,004	18,004
March 07, 2016	00	32	32	84	84	116	116
	01	20	20	73	73	93	93

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	9	9	63	63	72	72
	03	21	21	61	61	82	82
	04	18	18	146	146	164	164
	05	48	48	436	436	484	484
	06	134	134	1,421	1,421	1,555	1,555
	07	312	312	3,354	3,354	3,666	3,666
	08	277	277	2,676	2,676	2,953	2,953
	09	205	205	1,672	1,672	1,877	1,877
	10	172	172	1,268	1,268	1,440	1,440
	11	157	157	1,058	1,058	1,215	1,215
	12	132	132	1,062	1,062	1,194	1,194
	13	130	130	988	988	1,118	1,118
	14	148	148	1,161	1,161	1,309	1,309
	15	170	170	1,389	1,389	1,559	1,559
	16	201	201	1,600	1,600	1,801	1,801
	17	244	244	1,995	1,995	2,239	2,239
	18	177	177	1,310	1,310	1,487	1,487
	19	113	113	759	759	872	872
	20	87	87	571	571	658	658
	21	73	73	393	393	466	466
	22	72	72	387	387	459	459
	23	129	129	916	916	1,045	1,045
	All Hours	3,081	3,081	24,843	24,843	27,924	27,924
March 08, 2016	00	31	31	130	130	161	161
	01	20	20	66	66	86	86
	02	20	20	49	49	69	69

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	13	13	64	64	77	77
	04	23	23	126	126	149	149
	05	32	32	423	423	455	455
	06	127	127	1,348	1,348	1,475	1,475
	07	325	325	3,515	3,515	3,840	3,840
	08	281	281	2,697	2,697	2,978	2,978
	09	198	198	1,927	1,927	2,125	2,125
	10	138	138	1,257	1,257	1,395	1,395
	11	128	128	1,152	1,152	1,280	1,280
	12	135	135	1,108	1,108	1,243	1,243
	13	152	152	1,074	1,074	1,226	1,226
	14	170	170	1,160	1,160	1,330	1,330
	15	179	179	1,422	1,422	1,601	1,601
	16	189	189	1,821	1,821	2,010	2,010
	17	242	242	2,045	2,045	2,287	2,287
	18	196	196	1,490	1,490	1,686	1,686
	19	131	131	867	867	998	998
	20	97	97	565	565	662	662
	21	82	82	432	432	514	514
	22	62	62	299	299	361	361
	23	39	39	159	159	198	198
	All Hours	3,010	3,010	25,196	25,196	28,206	28,206
March 09, 2016	00	20	20	110	110	130	130
	01	12	12	68	68	80	80
	02	5	5	69	69	74	74
	03	10	10	58	58	68	68

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	17	17	150	150	167	167
	05	28	28	409	409	437	437
	06	129	129	1,362	1,362	1,491	1,491
	07	315	315	3,405	3,405	3,720	3,720
	08	271	271	2,647	2,647	2,918	2,918
	09	200	200	1,827	1,827	2,027	2,027
	10	148	148	1,215	1,215	1,363	1,363
	11	127	127	1,190	1,190	1,317	1,317
	12	130	130	1,086	1,086	1,216	1,216
	13	129	129	1,154	1,154	1,283	1,283
	14	162	162	1,200	1,200	1,362	1,362
	15	175	175	1,577	1,577	1,752	1,752
	16	238	238	1,895	1,895	2,133	2,133
	17	257	257	2,073	2,073	2,330	2,330
	18	207	207	1,490	1,490	1,697	1,697
	19	124	124	814	814	938	938
	20	93	93	623	623	716	716
	21	88	88	450	450	538	538
	22	58	58	333	333	391	391
	23	34	34	193	193	227	227
	All Hours	2,977	2,977	25,398	25,398	28,375	28,375
March 10, 2016	00	20	20	96	96	116	116
	01	19	19	83	83	102	102
	02	11	11	54	54	65	65
	03	17	17	41	41	58	58
	04	15	15	134	134	149	149

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	37	37	413	413	450	450
	06	131	131	1,391	1,391	1,522	1,522
	07	328	328	3,428	3,428	3,756	3,756
	08	290	290	2,722	2,722	3,012	3,012
	09	200	200	1,840	1,840	2,040	2,040
	10	147	147	1,376	1,376	1,523	1,523
	11	168	168	1,233	1,233	1,401	1,401
	12	158	158	1,140	1,140	1,298	1,298
	13	149	149	1,111	1,111	1,260	1,260
	14	161	161	1,282	1,282	1,443	1,443
	15	187	187	1,626	1,626	1,813	1,813
	16	224	224	1,886	1,886	2,110	2,110
	17	251	251	2,138	2,138	2,389	2,389
	18	201	201	1,568	1,568	1,769	1,769
	19	109	109	925	925	1,034	1,034
	20	94	94	637	637	731	731
	21	72	72	536	536	608	608
	22	103	103	678	678	781	781
	23	40	40	271	271	311	311
	All Hours	3,132	3,132	26,609	26,609	29,741	29,741
March 11, 2016	00	34	34	148	148	182	182
	01	18	18	83	83	101	101
	02	17	17	53	53	70	70
	03	14	14	61	61	75	75
	04	15	15	133	133	148	148
	05	51	51	398	398	449	449

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	134	134	1,347	1,347	1,481	1,481
	07	301	301	3,266	3,266	3,567	3,567
	08	265	265	2,549	2,549	2,814	2,814
	09	231	231	1,885	1,885	2,116	2,116
	10	203	203	1,385	1,385	1,588	1,588
	11	189	189	1,307	1,307	1,496	1,496
	12	182	182	1,365	1,365	1,547	1,547
	13	183	183	1,317	1,317	1,500	1,500
	14	190	190	1,534	1,534	1,724	1,724
	15	204	204	1,751	1,751	1,955	1,955
	16	271	271	2,037	2,037	2,308	2,308
	17	275	275	2,043	2,043	2,318	2,318
	18	237	237	1,684	1,684	1,921	1,921
	19	178	178	1,043	1,043	1,221	1,221
	20	142	142	660	660	802	802
	21	104	104	593	593	697	697
	22	84	84	436	436	520	520
	23	69	69	286	286	355	355
	All Hours	3,591	3,591	27,364	27,364	30,955	30,955
March 12, 2016	00	39	39	174	174	213	213
	01	40	40	109	109	149	149
	02	13	13	70	70	83	83
	03	18	18	53	53	71	71
	04	13	13	89	89	102	102
	05	27	27	256	256	283	283
	06	67	67	532	532	599	599

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	98	98	922	922	1,020	1,020
	08	171	171	1,192	1,192	1,363	1,363
	09	180	180	1,246	1,246	1,426	1,426
	10	188	188	1,328	1,328	1,516	1,516
	11	176	176	1,348	1,348	1,524	1,524
	12	167	167	1,326	1,326	1,493	1,493
	13	181	181	1,223	1,223	1,404	1,404
	14	188	188	1,224	1,224	1,412	1,412
	15	167	167	1,185	1,185	1,352	1,352
	16	142	142	1,215	1,215	1,357	1,357
	17	170	170	1,253	1,253	1,423	1,423
	18	162	162	1,171	1,171	1,333	1,333
	19	149	149	933	933	1,082	1,082
	20	90	90	670	670	760	760
	21	114	114	664	664	778	778
	22	150	150	1,235	1,235	1,385	1,385
	23	84	84	580	580	664	664
	All Hours	2,794	2,794	19,998	19,998	22,792	22,792
March 13, 2016	00	48	48	223	223	271	271
	01	37	37	112	112	149	149
	03	30	30	99	99	129	129
	04	16	16	101	101	117	117
	05	28	28	172	172	200	200
	06	47	47	284	284	331	331
	07	59	59	422	422	481	481
	08	91	91	537	537	628	628

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	107	107	861	861	968	968
	10	163	163	1,002	1,002	1,165	1,165
	11	162	162	1,211	1,211	1,373	1,373
	12	160	160	1,208	1,208	1,368	1,368
	13	167	167	1,175	1,175	1,342	1,342
	14	153	153	1,212	1,212	1,365	1,365
	15	172	172	1,108	1,108	1,280	1,280
	16	163	163	1,172	1,172	1,335	1,335
	17	151	151	1,097	1,097	1,248	1,248
	18	139	139	998	998	1,137	1,137
	19	117	117	798	798	915	915
	20	130	130	693	693	823	823
	21	70	70	509	509	579	579
	22	82	82	342	342	424	424
	23	46	46	219	219	265	265
	All Hours	2,338	2,338	15,555	15,555	17,893	17,893
March 14, 2016	00	29	29	122	122	151	151
	01	28	28	68	68	96	96
	02	13	13	48	48	61	61
	03	14	14	81	81	95	95
	04	13	13	158	158	171	171
	05	47	47	416	416	463	463
	06	120	120	1,231	1,231	1,351	1,351
	07	298	298	3,152	3,152	3,450	3,450
	08	293	293	2,833	2,833	3,126	3,126
	09	172	172	1,860	1,860	2,032	2,032

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	171	171	1,321	1,321	1,492	1,492
	11	167	167	1,161	1,161	1,328	1,328
	12	169	169	1,088	1,088	1,257	1,257
	13	137	137	1,045	1,045	1,182	1,182
	14	149	149	1,171	1,171	1,320	1,320
	15	194	194	1,450	1,450	1,644	1,644
	16	197	197	1,746	1,746	1,943	1,943
	17	240	240	2,041	2,041	2,281	2,281
	18	198	198	1,441	1,441	1,639	1,639
	19	126	126	833	833	959	959
	20	90	90	549	549	639	639
	21	69	69	425	425	494	494
	22	54	54	284	284	338	338
	23	40	40	148	148	188	188
	All Hours	3,028	3,028	24,672	24,672	27,700	27,700
March 15, 2016	00	23	23	100	100	123	123
	01	15	15	62	62	77	77
	02	13	13	48	48	61	61
	03	12	12	73	73	85	85
	04	15	15	185	185	200	200
	05	35	35	430	430	465	465
	06	114	114	1,273	1,273	1,387	1,387
	07	293	293	3,217	3,217	3,510	3,510
	08	291	291	2,859	2,859	3,150	3,150
	09	209	209	2,025	2,025	2,234	2,234
	10	159	159	1,331	1,331	1,490	1,490

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	158	158	1,141	1,141	1,299	1,299
	12	146	146	1,102	1,102	1,248	1,248
	13	140	140	1,050	1,050	1,190	1,190
	14	169	169	1,210	1,210	1,379	1,379
	15	152	152	1,466	1,466	1,618	1,618
	16	217	217	1,750	1,750	1,967	1,967
	17	264	264	2,157	2,157	2,421	2,421
	18	217	217	1,599	1,599	1,816	1,816
	19	139	139	868	868	1,007	1,007
	20	114	114	583	583	697	697
	21	68	68	424	424	492	492
	22	64	64	291	291	355	355
	23	41	41	192	192	233	233
	All Hours	3,068	3,068	25,436	25,436	28,504	28,504
March 16, 2016	00	22	22	109	109	131	131
	01	12	12	72	72	84	84
	02	14	14	43	43	57	57
	03	9	9	73	73	82	82
	04	16	16	150	150	166	166
	05	38	38	424	424	462	462
	06	127	127	1,307	1,307	1,434	1,434
	07	307	307	3,266	3,266	3,573	3,573
	08	312	312	2,824	2,824	3,136	3,136
	09	241	241	1,915	1,915	2,156	2,156
	10	162	162	1,343	1,343	1,505	1,505
	11	157	157	1,193	1,193	1,350	1,350

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	173	173	1,072	1,072	1,245	1,245
	13	143	143	1,173	1,173	1,316	1,316
	14	174	174	1,321	1,321	1,495	1,495
	15	184	184	1,548	1,548	1,732	1,732
	16	251	251	1,855	1,855	2,106	2,106
	17	282	282	2,101	2,101	2,383	2,383
	18	221	221	1,606	1,606	1,827	1,827
	19	145	145	924	924	1,069	1,069
	20	100	100	621	621	721	721
	21	77	77	505	505	582	582
	22	48	48	303	303	351	351
	23	29	29	158	158	187	187
	All Hours	3,244	3,244	25,906	25,906	29,150	29,150
March 17, 2016	00	12	12	88	88	100	100
	01	14	14	48	48	62	62
	02	8	8	43	43	51	51
	03	14	14	73	73	87	87
	04	18	18	165	165	183	183
	05	40	40	421	421	461	461
	06	128	128	1,274	1,274	1,402	1,402
	07	250	250	2,673	2,673	2,923	2,923
	08	273	273	2,434	2,434	2,707	2,707
	09	217	217	2,058	2,058	2,275	2,275
	10	187	187	1,378	1,378	1,565	1,565
	11	169	169	1,293	1,293	1,462	1,462
	12	181	181	1,273	1,273	1,454	1,454

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	180	180	1,299	1,299	1,479	1,479
	14	174	174	1,425	1,425	1,599	1,599
	15	216	216	1,635	1,635	1,851	1,851
	16	235	235	1,914	1,914	2,149	2,149
	17	249	249	2,265	2,265	2,514	2,514
	18	220	220	1,794	1,794	2,014	2,014
	19	157	157	957	957	1,114	1,114
	20	108	108	641	641	749	749
	21	85	85	524	524	609	609
	22	74	74	393	393	467	467
	23	47	47	230	230	277	277
	All Hours	3,256	3,256	26,298	26,298	29,554	29,554
March 18, 2016	00	26	26	163	163	189	189
	01	25	25	94	94	119	119
	02	18	18	81	81	99	99
	03	11	11	74	74	85	85
	04	24	24	155	155	179	179
	05	43	43	420	420	463	463
	06	112	112	1,202	1,202	1,314	1,314
	07	286	286	2,784	2,784	3,070	3,070
	08	259	259	2,400	2,400	2,659	2,659
	09	217	217	1,906	1,906	2,123	2,123
	10	206	206	1,503	1,503	1,709	1,709
	11	174	174	1,354	1,354	1,528	1,528
	12	189	189	1,384	1,384	1,573	1,573
	13	178	178	1,448	1,448	1,626	1,626

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	162	162	1,432	1,432	1,594	1,594
	15	184	184	1,703	1,703	1,887	1,887
	16	274	274	2,037	2,037	2,311	2,311
	17	295	295	2,127	2,127	2,422	2,422
	18	218	218	1,549	1,549	1,767	1,767
	19	176	176	1,076	1,076	1,252	1,252
	20	134	134	797	797	931	931
	21	114	114	559	559	673	673
	22	102	102	486	486	588	588
	23	62	62	336	336	398	398
	All Hours	3,489	3,489	27,070	27,070	30,559	30,559
March 19, 2016	00	42	42	193	193	235	235
	01	37	37	115	115	152	152
	02	20	20	81	81	101	101
	03	27	27	71	71	98	98
	04	22	22	142	142	164	164
	05	33	33	249	249	282	282
	06	56	56	511	511	567	567
	07	98	98	864	864	962	962
	08	148	148	1,058	1,058	1,206	1,206
	09	170	170	1,208	1,208	1,378	1,378
	10	185	185	1,322	1,322	1,507	1,507
	11	169	169	1,359	1,359	1,528	1,528
	12	185	185	1,316	1,316	1,501	1,501
	13	175	175	1,245	1,245	1,420	1,420
	14	187	187	1,164	1,164	1,351	1,351

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	189	189	1,121	1,121	1,310	1,310
	16	204	204	1,214	1,214	1,418	1,418
	17	148	148	1,256	1,256	1,404	1,404
	18	177	177	1,043	1,043	1,220	1,220
	19	135	135	846	846	981	981
	20	95	95	680	680	775	775
	21	122	122	560	560	682	682
	22	166	166	1,275	1,275	1,441	1,441
	23	72	72	462	462	534	534
	All Hours	2,862	2,862	19,355	19,355	22,217	22,217
March 20, 2016	00	65	65	252	252	317	317
	01	39	39	152	152	191	191
	02	28	28	99	99	127	127
	03	20	20	72	72	92	92
	04	17	17	99	99	116	116
	05	16	16	160	160	176	176
	06	34	34	292	292	326	326
	07	48	48	377	377	425	425
	08	93	93	537	537	630	630
	09	110	110	761	761	871	871
	10	150	150	1,038	1,038	1,188	1,188
	11	153	153	1,176	1,176	1,329	1,329
	12	175	175	1,243	1,243	1,418	1,418
	13	145	145	1,134	1,134	1,279	1,279
	14	157	157	1,025	1,025	1,182	1,182
	15	158	158	1,058	1,058	1,216	1,216

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	149	149	1,060	1,060	1,209	1,209
	17	140	140	990	990	1,130	1,130
	18	136	136	846	846	982	982
	19	113	113	697	697	810	810
	20	123	123	610	610	733	733
	21	72	72	449	449	521	521
	22	57	57	318	318	375	375
	23	32	32	183	183	215	215
	All Hours	2,230	2,230	14,628	14,628	16,858	16,858
March 21, 2016	00	32	32	117	117	149	149
	01	18	18	61	61	79	79
	02	10	10	47	47	57	57
	03	18	18	70	70	88	88
	04	15	15	161	161	176	176
	05	48	48	391	391	439	439
	06	99	99	1,147	1,147	1,246	1,246
	07	284	284	2,714	2,714	2,998	2,998
	08	274	274	2,516	2,516	2,790	2,790
	09	209	209	1,740	1,740	1,949	1,949
	10	169	169	1,349	1,349	1,518	1,518
	11	162	162	1,263	1,263	1,425	1,425
	12	139	139	1,193	1,193	1,332	1,332
	13	134	134	1,088	1,088	1,222	1,222
	14	154	154	1,142	1,142	1,296	1,296
	15	184	184	1,327	1,327	1,511	1,511
	16	197	197	1,599	1,599	1,796	1,796

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	257	257	1,865	1,865	2,122	2,122
	18	174	174	1,440	1,440	1,614	1,614
	19	140	140	796	796	936	936
	20	101	101	522	522	623	623
	21	85	85	425	425	510	510
	22	59	59	284	284	343	343
	23	33	33	192	192	225	225
	All Hours	2,995	2,995	23,449	23,449	26,444	26,444
March 22, 2016	00	22	22	99	99	121	121
	01	22	22	51	51	73	73
	02	12	12	65	65	77	77
	03	14	14	54	54	68	68
	04	19	19	148	148	167	167
	05	32	32	396	396	428	428
	06	112	112	1,167	1,167	1,279	1,279
	07	286	286	2,862	2,862	3,148	3,148
	08	270	270	2,634	2,634	2,904	2,904
	09	195	195	1,837	1,837	2,032	2,032
	10	166	166	1,396	1,396	1,562	1,562
	11	160	160	1,174	1,174	1,334	1,334
	12	182	182	1,188	1,188	1,370	1,370
	13	138	138	1,165	1,165	1,303	1,303
	14	168	168	1,178	1,178	1,346	1,346
	15	184	184	1,433	1,433	1,617	1,617
	16	195	195	1,731	1,731	1,926	1,926
	17	254	254	2,040	2,040	2,294	2,294

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	222	222	1,462	1,462	1,684	1,684
	19	126	126	840	840	966	966
	20	108	108	579	579	687	687
	21	80	80	445	445	525	525
	22	56	56	318	318	374	374
	23	37	37	193	193	230	230
	All Hours	3,060	3,060	24,455	24,455	27,515	27,515
March 23, 2016	00	28	28	103	103	131	131
	01	19	19	65	65	84	84
	02	9	9	69	69	78	78
	03	8	8	62	62	70	70
	04	15	15	143	143	158	158
	05	40	40	393	393	433	433
	06	118	118	1,180	1,180	1,298	1,298
	07	288	288	2,842	2,842	3,130	3,130
	08	325	325	2,603	2,603	2,928	2,928
	09	195	195	1,893	1,893	2,088	2,088
	10	192	192	1,450	1,450	1,642	1,642
	11	171	171	1,291	1,291	1,462	1,462
	12	156	156	1,245	1,245	1,401	1,401
	13	131	131	1,159	1,159	1,290	1,290
	14	177	177	1,278	1,278	1,455	1,455
	15	205	205	1,433	1,433	1,638	1,638
	16	207	207	1,697	1,697	1,904	1,904
	17	252	252	2,072	2,072	2,324	2,324
	18	195	195	1,536	1,536	1,731	1,731

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	136	136	866	866	1,002	1,002
	20	117	117	595	595	712	712
	21	110	110	609	609	719	719
	22	50	50	353	353	403	403
	23	47	47	195	195	242	242
	All Hours	3,191	3,191	25,132	25,132	28,323	28,323
March 24, 2016	00	22	22	122	122	144	144
	01	15	15	73	73	88	88
	02	11	11	54	54	65	65
	03	12	12	66	66	78	78
	04	13	13	141	141	154	154
	05	35	35	368	368	403	403
	06	110	110	1,104	1,104	1,214	1,214
	07	244	244	2,671	2,671	2,915	2,915
	08	287	287	2,729	2,729	3,016	3,016
	09	196	196	1,847	1,847	2,043	2,043
	10	159	159	1,405	1,405	1,564	1,564
	11	147	147	1,181	1,181	1,328	1,328
	12	152	152	1,232	1,232	1,384	1,384
	13	160	160	1,250	1,250	1,410	1,410
	14	192	192	1,243	1,243	1,435	1,435
	15	187	187	1,596	1,596	1,783	1,783
	16	249	249	1,781	1,781	2,030	2,030
	17	249	249	1,916	1,916	2,165	2,165
	18	161	161	1,175	1,175	1,336	1,336
	19	182	182	1,163	1,163	1,345	1,345

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	98	98	700	700	798	798
	21	104	104	546	546	650	650
	22	69	69	355	355	424	424
	23	54	54	222	222	276	276
	All Hours	3,108	3,108	24,940	24,940	28,048	28,048
March 25, 2016	00	32	32	125	125	157	157
	01	19	19	96	96	115	115
	02	14	14	63	63	77	77
	03	13	13	71	71	84	84
	04	14	14	116	116	130	130
	05	44	44	346	346	390	390
	06	92	92	944	944	1,036	1,036
	07	213	213	2,058	2,058	2,271	2,271
	08	243	243	2,203	2,203	2,446	2,446
	09	196	196	1,595	1,595	1,791	1,791
	10	159	159	1,443	1,443	1,602	1,602
	11	189	189	1,390	1,390	1,579	1,579
	12	183	183	1,459	1,459	1,642	1,642
	13	191	191	1,466	1,466	1,657	1,657
	14	189	189	1,465	1,465	1,654	1,654
	15	214	214	1,594	1,594	1,808	1,808
	16	237	237	1,713	1,713	1,950	1,950
	17	261	261	1,915	1,915	2,176	2,176
	18	212	212	1,505	1,505	1,717	1,717
	19	142	142	901	901	1,043	1,043
	20	114	114	650	650	764	764

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	103	103	655	655	758	758
	22	80	80	431	431	511	511
	23	67	67	293	293	360	360
	All Hours	3,221	3,221	24,497	24,497	27,718	27,718
March 26, 2016	00	49	49	207	207	256	256
	01	26	26	137	137	163	163
	02	26	26	65	65	91	91
	03	19	19	65	65	84	84
	04	9	9	98	98	107	107
	05	31	31	171	171	202	202
	06	49	49	433	433	482	482
	07	67	67	693	693	760	760
	08	139	139	969	969	1,108	1,108
	09	180	180	1,212	1,212	1,392	1,392
	10	164	164	1,236	1,236	1,400	1,400
	11	196	196	1,216	1,216	1,412	1,412
	12	175	175	1,271	1,271	1,446	1,446
	13	204	204	1,322	1,322	1,526	1,526
	14	175	175	1,115	1,115	1,290	1,290
	15	175	175	1,153	1,153	1,328	1,328
	16	165	165	1,104	1,104	1,269	1,269
	17	209	209	1,229	1,229	1,438	1,438
	18	170	170	1,086	1,086	1,256	1,256
	19	143	143	814	814	957	957
	20	118	118	659	659	777	777
	21	113	113	662	662	775	775

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	89	89	538	538	627	627
	23	88	88	423	423	511	511
	All Hours	2,779	2,779	17,878	17,878	20,657	20,657
March 27, 2016	00	44	44	227	227	271	271
	01	37	37	153	153	190	190
	02	20	20	107	107	127	127
	03	18	18	72	72	90	90
	04	18	18	56	56	74	74
	05	26	26	111	111	137	137
	06	37	37	233	233	270	270
	07	41	41	273	273	314	314
	08	62	62	463	463	525	525
	09	81	81	711	711	792	792
	10	140	140	932	932	1,072	1,072
	11	157	157	1,132	1,132	1,289	1,289
	12	170	170	1,193	1,193	1,363	1,363
	13	164	164	1,330	1,330	1,494	1,494
	14	175	175	1,157	1,157	1,332	1,332
	15	161	161	1,124	1,124	1,285	1,285
	16	149	149	1,013	1,013	1,162	1,162
	17	169	169	1,195	1,195	1,364	1,364
	18	163	163	1,110	1,110	1,273	1,273
	19	135	135	1,078	1,078	1,213	1,213
	20	153	153	956	956	1,109	1,109
	21	102	102	575	575	677	677
	22	65	65	300	300	365	365

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	39	39	186	186	225	225
	All Hours	2,326	2,326	15,687	15,687	18,013	18,013
March 28, 2016	00	33	33	75	75	108	108
	01	13	13	66	66	79	79
	02	7	7	52	52	59	59
	03	12	12	55	55	67	67
	04	21	21	137	137	158	158
	05	39	39	412	412	451	451
	06	143	143	1,308	1,308	1,451	1,451
	07	311	311	3,054	3,054	3,365	3,365
	08	320	320	2,708	2,708	3,028	3,028
	09	206	206	1,777	1,777	1,983	1,983
	10	171	171	1,302	1,302	1,473	1,473
	11	148	148	1,122	1,122	1,270	1,270
	12	159	159	1,111	1,111	1,270	1,270
	13	153	153	1,086	1,086	1,239	1,239
	14	145	145	1,134	1,134	1,279	1,279
	15	203	203	1,398	1,398	1,601	1,601
	16	220	220	1,638	1,638	1,858	1,858
	17	229	229	1,989	1,989	2,218	2,218
	18	193	193	1,458	1,458	1,651	1,651
	19	122	122	896	896	1,018	1,018
	20	93	93	609	609	702	702
	21	94	94	392	392	486	486
	22	71	71	274	274	345	345
	23	41	41	177	177	218	218

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	***All Hours***	**3,147**	**3,147**	**24,230**	**24,230**	**27,377**	**27,377**
March 29, 2016	**00**	19	**19**	97	**97**	**116**	**116**
	01	10	**10**	68	**68**	**78**	**78**
	02	16	**16**	51	**51**	**67**	**67**
	03	13	**13**	58	**58**	**71**	**71**
	04	19	**19**	147	**147**	**166**	**166**
	05	42	**42**	408	**408**	**450**	**450**
	06	138	**138**	1,364	**1,364**	**1,502**	**1,502**
	07	290	**290**	3,011	**3,011**	**3,301**	**3,301**
	08	340	**340**	2,899	**2,899**	**3,239**	**3,239**
	09	219	**219**	1,892	**1,892**	**2,111**	**2,111**
	10	156	**156**	1,388	**1,388**	**1,544**	**1,544**
	11	155	**155**	1,121	**1,121**	**1,276**	**1,276**
	12	149	**149**	1,114	**1,114**	**1,263**	**1,263**
	13	137	**137**	1,112	**1,112**	**1,249**	**1,249**
	14	130	**130**	1,182	**1,182**	**1,312**	**1,312**
	15	172	**172**	1,326	**1,326**	**1,498**	**1,498**
	16	199	**199**	1,651	**1,651**	**1,850**	**1,850**
	17	235	**235**	1,842	**1,842**	**2,077**	**2,077**
	18	173	**173**	1,486	**1,486**	**1,659**	**1,659**
	19	131	**131**	805	**805**	**936**	**936**
	20	89	**89**	481	**481**	**570**	**570**
	21	76	**76**	406	**406**	**482**	**482**
	22	88	**88**	753	**753**	**841**	**841**
	23	41	**41**	243	**243**	**284**	**284**
	All Hours	**3,037**	**3,037**	**24,905**	**24,905**	**27,942**	**27,942**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	20	20	103	103	123	123
	01	16	16	62	62	78	78
	02	12	12	47	47	59	59
	03	10	10	68	68	78	78
	04	22	22	134	134	156	156
	05	42	42	408	408	450	450
	06	119	119	1,270	1,270	1,389	1,389
	07	268	268	2,570	2,570	2,838	2,838
	08	288	288	2,514	2,514	2,802	2,802
	09	222	222	1,994	1,994	2,216	2,216
	10	139	139	1,256	1,256	1,395	1,395
	11	171	171	1,154	1,154	1,325	1,325
	12	150	150	1,136	1,136	1,286	1,286
	13	143	143	1,052	1,052	1,195	1,195
	14	153	153	1,157	1,157	1,310	1,310
	15	223	223	1,470	1,470	1,693	1,693
	16	240	240	1,767	1,767	2,007	2,007
	17	247	247	2,002	2,002	2,249	2,249
	18	188	188	1,539	1,539	1,727	1,727
	19	161	161	903	903	1,064	1,064
	20	105	105	642	642	747	747
	21	73	73	476	476	549	549
	22	48	48	335	335	383	383
	23	39	39	174	174	213	213
	All Hours	3,099	3,099	24,233	24,233	27,332	27,332
March 31, 2016	00	22	22	97	97	119	119

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	13	13	60	60	73	73
	02	14	14	54	54	68	68
	03	6	6	66	66	72	72
	04	17	17	114	114	131	131
	05	36	36	401	401	437	437
	06	140	140	1,261	1,261	1,401	1,401
	07	333	333	3,093	3,093	3,426	3,426
	08	324	324	2,935	2,935	3,259	3,259
	09	254	254	1,901	1,901	2,155	2,155
	10	180	180	1,347	1,347	1,527	1,527
	11	157	157	1,200	1,200	1,357	1,357
	12	160	160	1,170	1,170	1,330	1,330
	13	162	162	1,176	1,176	1,338	1,338
	14	190	190	1,173	1,173	1,363	1,363
	15	199	199	1,514	1,514	1,713	1,713
	16	229	229	1,865	1,865	2,094	2,094
	17	284	284	2,131	2,131	2,415	2,415
	18	198	198	1,607	1,607	1,805	1,805
	19	140	140	957	957	1,097	1,097
	20	118	118	664	664	782	782
	21	92	92	503	503	595	595
	22	92	92	770	770	862	862
	23	68	68	370	370	438	438
	All Hours	3,428	3,428	26,429	26,429	29,857	29,857
Report Total		92,628	92,628	723,769	723,769	816,397	816,397

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005404) SR869 Deerfield B Main SB MP20

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	15	15	92	92	107	107
	01	13	13	59	59	72	72
	02	7	7	42	42	49	49
	03	6	6	40	40	46	46
	04	13	13	59	59	72	72
	05	20	20	191	191	211	211
	06	72	72	706	706	778	778
	07	156	156	1,480	1,480	1,636	1,636
	08	170	170	1,840	1,840	2,010	2,010
	09	142	142	1,081	1,081	1,223	1,223
	10	128	128	832	832	960	960
	11	94	94	879	879	973	973
	12	112	112	939	939	1,051	1,051
	13	149	149	946	946	1,095	1,095
	14	160	160	1,053	1,053	1,213	1,213
	15	172	172	1,415	1,415	1,587	1,587
	16	216	216	1,940	1,940	2,156	2,156
	17	274	274	2,528	2,528	2,802	2,802
	18	214	214	1,893	1,893	2,107	2,107
	19	119	119	942	942	1,061	1,061
	20	85	85	570	570	655	655
	21	54	54	504	504	558	558

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	55	55	317	317	372	372
	23	25	25	169	169	194	194
	All Hours	2,471	2,471	20,517	20,517	22,988	22,988
March 02, 2016	00	26	26	88	88	114	114
	01	12	12	63	63	75	75
	02	7	7	47	47	54	54
	03	4	4	51	51	55	55
	04	14	14	72	72	86	86
	05	16	16	201	201	217	217
	06	59	59	705	705	764	764
	07	131	131	1,454	1,454	1,585	1,585
	08	188	188	1,779	1,779	1,967	1,967
	09	153	153	1,082	1,082	1,235	1,235
	10	118	118	874	874	992	992
	11	117	117	832	832	949	949
	12	114	114	911	911	1,025	1,025
	13	126	126	951	951	1,077	1,077
	14	154	154	1,149	1,149	1,303	1,303
	15	168	168	1,535	1,535	1,703	1,703
	16	220	220	1,984	1,984	2,204	2,204
	17	253	253	2,392	2,392	2,645	2,645
	18	225	225	1,938	1,938	2,163	2,163
	19	127	127	936	936	1,063	1,063
	20	95	95	615	615	710	710
	21	82	82	510	510	592	592
	22	49	49	284	284	333	333

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	39	**39**	190	**190**	**229**	**229**
	All Hours	**2,497**	**2,497**	**20,643**	**20,643**	**23,140**	**23,140**
March 03, 2016	00	27	**27**	96	**96**	**123**	**123**
	01	13	**13**	58	**58**	**71**	**71**
	02	10	**10**	62	**62**	**72**	**72**
	03	8	**8**	35	**35**	**43**	**43**
	04	15	**15**	64	**64**	**79**	**79**
	05	14	**14**	213	**213**	**227**	**227**
	06	77	**77**	720	**720**	**797**	**797**
	07	149	**149**	1,525	**1,525**	**1,674**	**1,674**
	08	173	**173**	1,708	**1,708**	**1,881**	**1,881**
	09	129	**129**	1,176	**1,176**	**1,305**	**1,305**
	10	122	**122**	878	**878**	**1,000**	**1,000**
	11	103	**103**	880	**880**	**983**	**983**
	12	103	**103**	936	**936**	**1,039**	**1,039**
	13	131	**131**	944	**944**	**1,075**	**1,075**
	14	140	**140**	1,152	**1,152**	**1,292**	**1,292**
	15	178	**178**	1,544	**1,544**	**1,722**	**1,722**
	16	242	**242**	2,131	**2,131**	**2,373**	**2,373**
	17	270	**270**	2,321	**2,321**	**2,591**	**2,591**
	18	256	**256**	2,203	**2,203**	**2,459**	**2,459**
	19	135	**135**	995	**995**	**1,130**	**1,130**
	20	111	**111**	679	**679**	**790**	**790**
	21	85	**85**	524	**524**	**609**	**609**
	22	64	**64**	366	**366**	**430**	**430**
	23	38	**38**	215	**215**	**253**	**253**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	***All Hours***	**2,593**	**2,593**	**21,425**	**21,425**	**24,018**	**24,018**
March 04, 2016	**00**	26	**26**	146	**146**	**172**	**172**
	01	12	**12**	82	**82**	**94**	**94**
	02	15	**15**	66	**66**	**81**	**81**
	03	6	**6**	56	**56**	**62**	**62**
	04	14	**14**	98	**98**	**112**	**112**
	05	18	**18**	210	**210**	**228**	**228**
	06	71	**71**	641	**641**	**712**	**712**
	07	153	**153**	1,558	**1,558**	**1,711**	**1,711**
	08	171	**171**	1,670	**1,670**	**1,841**	**1,841**
	09	155	**155**	1,099	**1,099**	**1,254**	**1,254**
	10	130	**130**	872	**872**	**1,002**	**1,002**
	11	111	**111**	923	**923**	**1,034**	**1,034**
	12	164	**164**	1,139	**1,139**	**1,303**	**1,303**
	13	179	**179**	1,205	**1,205**	**1,384**	**1,384**
	14	181	**181**	1,324	**1,324**	**1,505**	**1,505**
	15	218	**218**	1,714	**1,714**	**1,932**	**1,932**
	16	238	**238**	2,100	**2,100**	**2,338**	**2,338**
	17	259	**259**	2,315	**2,315**	**2,574**	**2,574**
	18	233	**233**	2,038	**2,038**	**2,271**	**2,271**
	19	166	**166**	1,201	**1,201**	**1,367**	**1,367**
	20	128	**128**	726	**726**	**854**	**854**
	21	100	**100**	672	**672**	**772**	**772**
	22	81	**81**	481	**481**	**562**	**562**
	23	65	**65**	337	**337**	**402**	**402**
	All Hours	**2,894**	**2,894**	**22,673**	**22,673**	**25,567**	**25,567**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	43	43	229	229	272	272
	01	23	23	141	141	164	164
	02	19	19	75	75	94	94
	03	10	10	55	55	65	65
	04	12	12	68	68	80	80
	05	17	17	109	109	126	126
	06	37	37	278	278	315	315
	07	51	51	517	517	568	568
	08	116	116	743	743	859	859
	09	119	119	812	812	931	931
	10	134	134	868	868	1,002	1,002
	11	138	138	985	985	1,123	1,123
	12	149	149	1,017	1,017	1,166	1,166
	13	141	141	1,080	1,080	1,221	1,221
	14	186	186	1,194	1,194	1,380	1,380
	15	163	163	1,306	1,306	1,469	1,469
	16	164	164	1,251	1,251	1,415	1,415
	17	164	164	1,259	1,259	1,423	1,423
	18	179	179	1,194	1,194	1,373	1,373
	19	152	152	878	878	1,030	1,030
	20	110	110	710	710	820	820
	21	105	105	570	570	675	675
	22	80	80	531	531	611	611
	23	83	83	435	435	518	518
	All Hours	2,395	2,395	16,305	16,305	18,700	18,700
March 06, 2016	00	48	48	245	245	293	293

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	37	37	167	167	204	204
	02	36	36	104	104	140	140
	03	19	19	74	74	93	93
	04	15	15	52	52	67	67
	05	20	20	61	61	81	81
	06	25	25	135	135	160	160
	07	31	31	257	257	288	288
	08	49	49	406	406	455	455
	09	86	86	577	577	663	663
	10	104	104	731	731	835	835
	11	120	120	906	906	1,026	1,026
	12	150	150	1,090	1,090	1,240	1,240
	13	172	172	1,061	1,061	1,233	1,233
	14	180	180	1,044	1,044	1,224	1,224
	15	133	133	1,149	1,149	1,282	1,282
	16	152	152	1,329	1,329	1,481	1,481
	17	167	167	1,280	1,280	1,447	1,447
	18	153	153	1,223	1,223	1,376	1,376
	19	144	144	957	957	1,101	1,101
	20	124	124	766	766	890	890
	21	95	95	603	603	698	698
	22	77	77	388	388	465	465
	23	39	39	223	223	262	262
	All Hours	2,176	2,176	14,828	14,828	17,004	17,004
March 07, 2016	00	43	43	142	142	185	185
	01	23	23	84	84	107	107

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	14	14	49	49	63	63
	03	8	8	49	49	57	57
	04	19	19	74	74	93	93
	05	31	31	201	201	232	232
	06	74	74	737	737	811	811
	07	152	152	1,552	1,552	1,704	1,704
	08	192	192	1,729	1,729	1,921	1,921
	09	139	139	1,135	1,135	1,274	1,274
	10	138	138	819	819	957	957
	11	121	121	841	841	962	962
	12	113	113	863	863	976	976
	13	129	129	951	951	1,080	1,080
	14	159	159	991	991	1,150	1,150
	15	176	176	1,312	1,312	1,488	1,488
	16	231	231	1,939	1,939	2,170	2,170
	17	282	282	2,484	2,484	2,766	2,766
	18	289	289	2,375	2,375	2,664	2,664
	19	121	121	976	976	1,097	1,097
	20	80	80	518	518	598	598
	21	71	71	414	414	485	485
	22	46	46	270	270	316	316
	23	39	39	157	157	196	196
	All Hours	2,690	2,690	20,662	20,662	23,352	23,352
March 08, 2016	00	34	34	107	107	141	141
	01	12	12	60	60	72	72
	02	15	15	50	50	65	65

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	9	9	41	41	50	50
	04	19	19	64	64	83	83
	05	21	21	226	226	247	247
	06	61	61	709	709	770	770
	07	129	129	1,516	1,516	1,645	1,645
	08	204	204	1,730	1,730	1,934	1,934
	09	121	121	1,139	1,139	1,260	1,260
	10	110	110	908	908	1,018	1,018
	11	106	106	822	822	928	928
	12	132	132	910	910	1,042	1,042
	13	136	136	1,025	1,025	1,161	1,161
	14	132	132	1,035	1,035	1,167	1,167
	15	156	156	1,386	1,386	1,542	1,542
	16	228	228	1,924	1,924	2,152	2,152
	17	267	267	2,407	2,407	2,674	2,674
	18	219	219	1,854	1,854	2,073	2,073
	19	142	142	988	988	1,130	1,130
	20	81	81	628	628	709	709
	21	64	64	480	480	544	544
	22	58	58	289	289	347	347
	23	40	40	160	160	200	200
	All Hours	2,496	2,496	20,458	20,458	22,954	22,954
March 09, 2016	00	19	19	110	110	129	129
	01	13	13	68	68	81	81
	02	11	11	58	58	69	69
	03	8	8	51	51	59	59

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	11	11	89	89	100	100
	05	13	13	224	224	237	237
	06	63	63	678	678	741	741
	07	134	134	1,526	1,526	1,660	1,660
	08	160	160	1,704	1,704	1,864	1,864
	09	149	149	1,207	1,207	1,356	1,356
	10	110	110	1,007	1,007	1,117	1,117
	11	111	111	854	854	965	965
	12	131	131	871	871	1,002	1,002
	13	130	130	959	959	1,089	1,089
	14	153	153	1,094	1,094	1,247	1,247
	15	178	178	1,378	1,378	1,556	1,556
	16	221	221	1,907	1,907	2,128	2,128
	17	264	264	2,441	2,441	2,705	2,705
	18	244	244	1,858	1,858	2,102	2,102
	19	108	108	967	967	1,075	1,075
	20	87	87	599	599	686	686
	21	77	77	545	545	622	622
	22	71	71	467	467	538	538
	23	52	52	211	211	263	263
	All Hours	2,518	2,518	20,873	20,873	23,391	23,391
March 10, 2016	00	34	34	140	140	174	174
	01	23	23	71	71	94	94
	02	7	7	74	74	81	81
	03	19	19	41	41	60	60
	04	9	9	87	87	96	96

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	17	17	198	198	215	215
	06	78	78	672	672	750	750
	07	152	152	1,590	1,590	1,742	1,742
	08	186	186	1,810	1,810	1,996	1,996
	09	144	144	1,220	1,220	1,364	1,364
	10	140	140	887	887	1,027	1,027
	11	127	127	921	921	1,048	1,048
	12	134	134	907	907	1,041	1,041
	13	154	154	957	957	1,111	1,111
	14	142	142	1,129	1,129	1,271	1,271
	15	169	169	1,555	1,555	1,724	1,724
	16	226	226	1,980	1,980	2,206	2,206
	17	257	257	2,500	2,500	2,757	2,757
	18	245	245	2,184	2,184	2,429	2,429
	19	163	163	1,120	1,120	1,283	1,283
	20	90	90	626	626	716	716
	21	88	88	555	555	643	643
	22	71	71	357	357	428	428
	23	45	45	221	221	266	266
	All Hours	2,720	2,720	21,802	21,802	24,522	24,522
March 11, 2016	00	20	20	142	142	162	162
	01	21	21	89	89	110	110
	02	16	16	59	59	75	75
	03	11	11	50	50	61	61
	04	8	8	89	89	97	97
	05	33	33	218	218	251	251

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	70	70	625	625	695	695
	07	143	143	1,446	1,446	1,589	1,589
	08	191	191	1,516	1,516	1,707	1,707
	09	151	151	1,137	1,137	1,288	1,288
	10	123	123	870	870	993	993
	11	124	124	909	909	1,033	1,033
	12	118	118	902	902	1,020	1,020
	13	174	174	1,129	1,129	1,303	1,303
	14	163	163	1,151	1,151	1,314	1,314
	15	218	218	1,660	1,660	1,878	1,878
	16	266	266	2,035	2,035	2,301	2,301
	17	271	271	2,244	2,244	2,515	2,515
	18	255	255	1,859	1,859	2,114	2,114
	19	175	175	1,073	1,073	1,248	1,248
	20	132	132	750	750	882	882
	21	112	112	626	626	738	738
	22	110	110	518	518	628	628
	23	68	68	310	310	378	378
	All Hours	2,973	2,973	21,407	21,407	24,380	24,380
March 12, 2016	00	43	43	182	182	225	225
	01	34	34	131	131	165	165
	02	25	25	96	96	121	121
	03	20	20	54	54	74	74
	04	12	12	58	58	70	70
	05	23	23	104	104	127	127
	06	37	37	260	260	297	297

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	58	58	468	468	526	526
	08	78	78	650	650	728	728
	09	132	132	825	825	957	957
	10	127	127	849	849	976	976
	11	144	144	943	943	1,087	1,087
	12	145	145	984	984	1,129	1,129
	13	155	155	1,033	1,033	1,188	1,188
	14	150	150	1,070	1,070	1,220	1,220
	15	159	159	1,167	1,167	1,326	1,326
	16	222	222	1,312	1,312	1,534	1,534
	17	226	226	1,678	1,678	1,904	1,904
	18	195	195	1,342	1,342	1,537	1,537
	19	150	150	906	906	1,056	1,056
	20	119	119	690	690	809	809
	21	106	106	626	626	732	732
	22	97	97	670	670	767	767
	23	74	74	488	488	562	562
	All Hours	2,531	2,531	16,586	16,586	19,117	19,117
March 13, 2016	00	48	48	260	260	308	308
	01	46	46	204	204	250	250
	03	29	29	114	114	143	143
	04	24	24	80	80	104	104
	05	21	21	78	78	99	99
	06	23	23	112	112	135	135
	07	38	38	223	223	261	261
	08	42	42	350	350	392	392

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	66	66	468	468	534	534
	10	94	94	650	650	744	744
	11	115	115	723	723	838	838
	12	161	161	953	953	1,114	1,114
	13	177	177	1,027	1,027	1,204	1,204
	14	132	132	1,085	1,085	1,217	1,217
	15	190	190	1,205	1,205	1,395	1,395
	16	175	175	1,104	1,104	1,279	1,279
	17	185	185	1,178	1,178	1,363	1,363
	18	148	148	1,177	1,177	1,325	1,325
	19	134	134	999	999	1,133	1,133
	20	140	140	831	831	971	971
	21	126	126	674	674	800	800
	22	93	93	459	459	552	552
	23	62	62	237	237	299	299
	All Hours	2,269	2,269	14,191	14,191	16,460	16,460
March 14, 2016	00	28	28	154	154	182	182
	01	17	17	97	97	114	114
	02	27	27	55	55	82	82
	03	10	10	51	51	61	61
	04	11	11	68	68	79	79
	05	19	19	204	204	223	223
	06	68	68	643	643	711	711
	07	141	141	1,486	1,486	1,627	1,627
	08	192	192	1,656	1,656	1,848	1,848
	09	155	155	1,328	1,328	1,483	1,483

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	125	125	879	879	1,004	1,004
	11	106	106	825	825	931	931
	12	131	131	887	887	1,018	1,018
	13	123	123	974	974	1,097	1,097
	14	132	132	1,055	1,055	1,187	1,187
	15	174	174	1,404	1,404	1,578	1,578
	16	215	215	1,858	1,858	2,073	2,073
	17	247	247	2,382	2,382	2,629	2,629
	18	233	233	1,764	1,764	1,997	1,997
	19	122	122	877	877	999	999
	20	78	78	555	555	633	633
	21	70	70	470	470	540	540
	22	57	57	305	305	362	362
	23	48	48	185	185	233	233
	All Hours	2,529	2,529	20,162	20,162	22,691	22,691
March 15, 2016	00	17	17	93	93	110	110
	01	18	18	70	70	88	88
	02	13	13	38	38	51	51
	03	8	8	47	47	55	55
	04	12	12	77	77	89	89
	05	12	12	205	205	217	217
	06	62	62	665	665	727	727
	07	137	137	1,442	1,442	1,579	1,579
	08	194	194	1,777	1,777	1,971	1,971
	09	128	128	1,288	1,288	1,416	1,416
	10	130	130	909	909	1,039	1,039

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	136	136	847	847	983	983
	12	108	108	937	937	1,045	1,045
	13	140	140	961	961	1,101	1,101
	14	128	128	1,057	1,057	1,185	1,185
	15	169	169	1,470	1,470	1,639	1,639
	16	215	215	1,882	1,882	2,097	2,097
	17	243	243	2,267	2,267	2,510	2,510
	18	262	262	2,007	2,007	2,269	2,269
	19	132	132	1,025	1,025	1,157	1,157
	20	97	97	633	633	730	730
	21	84	84	535	535	619	619
	22	50	50	350	350	400	400
	23	35	35	202	202	237	237
	All Hours	2,530	2,530	20,784	20,784	23,314	23,314
March 16, 2016	00	27	27	131	131	158	158
	01	9	9	60	60	69	69
	02	9	9	50	50	59	59
	03	13	13	48	48	61	61
	04	8	8	60	60	68	68
	05	16	16	234	234	250	250
	06	57	57	670	670	727	727
	07	147	147	1,512	1,512	1,659	1,659
	08	206	206	1,761	1,761	1,967	1,967
	09	154	154	1,173	1,173	1,327	1,327
	10	139	139	845	845	984	984
	11	111	111	862	862	973	973

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	115	115	943	943	1,058	1,058
	13	148	148	1,011	1,011	1,159	1,159
	14	157	157	1,149	1,149	1,306	1,306
	15	170	170	1,404	1,404	1,574	1,574
	16	228	228	1,834	1,834	2,062	2,062
	17	246	246	2,262	2,262	2,508	2,508
	18	254	254	2,052	2,052	2,306	2,306
	19	137	137	1,005	1,005	1,142	1,142
	20	112	112	679	679	791	791
	21	99	99	537	537	636	636
	22	57	57	403	403	460	460
	23	49	49	221	221	270	270
	All Hours	2,668	2,668	20,906	20,906	23,574	23,574
March 17, 2016	00	25	25	129	129	154	154
	01	9	9	68	68	77	77
	02	10	10	62	62	72	72
	03	13	13	43	43	56	56
	04	7	7	70	70	77	77
	05	17	17	201	201	218	218
	06	68	68	602	602	670	670
	07	157	157	1,398	1,398	1,555	1,555
	08	196	196	1,674	1,674	1,870	1,870
	09	158	158	1,270	1,270	1,428	1,428
	10	136	136	913	913	1,049	1,049
	11	144	144	919	919	1,063	1,063
	12	146	146	1,059	1,059	1,205	1,205

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	157	157	1,079	1,079	1,236	1,236
	14	176	176	1,264	1,264	1,440	1,440
	15	197	197	1,562	1,562	1,759	1,759
	16	219	219	1,953	1,953	2,172	2,172
	17	257	257	2,169	2,169	2,426	2,426
	18	264	264	2,035	2,035	2,299	2,299
	19	166	166	1,203	1,203	1,369	1,369
	20	107	107	764	764	871	871
	21	99	99	574	574	673	673
	22	81	81	389	389	470	470
	23	56	56	243	243	299	299
	All Hours	2,865	2,865	21,643	21,643	24,508	24,508
March 18, 2016	00	34	34	167	167	201	201
	01	22	22	81	81	103	103
	02	16	16	67	67	83	83
	03	12	12	57	57	69	69
	04	17	17	87	87	104	104
	05	26	26	201	201	227	227
	06	60	60	617	617	677	677
	07	124	124	1,275	1,275	1,399	1,399
	08	182	182	1,518	1,518	1,700	1,700
	09	140	140	1,070	1,070	1,210	1,210
	10	143	143	921	921	1,064	1,064
	11	143	143	867	867	1,010	1,010
	12	138	138	1,028	1,028	1,166	1,166
	13	156	156	1,165	1,165	1,321	1,321

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	167	167	1,379	1,379	1,546	1,546
	15	240	240	1,663	1,663	1,903	1,903
	16	271	271	1,895	1,895	2,166	2,166
	17	267	267	2,203	2,203	2,470	2,470
	18	268	268	1,936	1,936	2,204	2,204
	19	149	149	1,095	1,095	1,244	1,244
	20	124	124	718	718	842	842
	21	97	97	608	608	705	705
	22	96	96	523	523	619	619
	23	63	63	354	354	417	417
	All Hours	2,955	2,955	21,495	21,495	24,450	24,450
March 19, 2016	00	38	38	209	209	247	247
	01	42	42	130	130	172	172
	02	20	20	89	89	109	109
	03	21	21	59	59	80	80
	04	15	15	69	69	84	84
	05	17	17	109	109	126	126
	06	36	36	277	277	313	313
	07	54	54	449	449	503	503
	08	98	98	602	602	700	700
	09	110	110	711	711	821	821
	10	131	131	834	834	965	965
	11	130	130	927	927	1,057	1,057
	12	148	148	1,048	1,048	1,196	1,196
	13	159	159	1,020	1,020	1,179	1,179
	14	182	182	1,123	1,123	1,305	1,305

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	194	194	1,207	1,207	1,401	1,401
	16	232	232	1,492	1,492	1,724	1,724
	17	274	274	1,717	1,717	1,991	1,991
	18	179	179	1,298	1,298	1,477	1,477
	19	141	141	769	769	910	910
	20	97	97	640	640	737	737
	21	111	111	557	557	668	668
	22	98	98	529	529	627	627
	23	73	73	410	410	483	483
	All Hours	2,600	2,600	16,275	16,275	18,875	18,875
March 20, 2016	00	48	48	257	257	305	305
	01	40	40	166	166	206	206
	02	21	21	112	112	133	133
	03	28	28	76	76	104	104
	04	18	18	49	49	67	67
	05	23	23	60	60	83	83
	06	12	12	115	115	127	127
	07	21	21	217	217	238	238
	08	48	48	305	305	353	353
	09	63	63	448	448	511	511
	10	95	95	618	618	713	713
	11	107	107	800	800	907	907
	12	130	130	905	905	1,035	1,035
	13	142	142	1,029	1,029	1,171	1,171
	14	149	149	992	992	1,141	1,141
	15	169	169	1,175	1,175	1,344	1,344

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	151	151	1,101	1,101	1,252	1,252
	17	156	156	1,123	1,123	1,279	1,279
	18	160	160	1,128	1,128	1,288	1,288
	19	136	136	993	993	1,129	1,129
	20	123	123	707	707	830	830
	21	81	81	563	563	644	644
	22	75	75	438	438	513	513
	23	70	70	270	270	340	340
	All Hours	2,066	2,066	13,647	13,647	15,713	15,713
March 21, 2016	00	35	35	184	184	219	219
	01	34	34	84	84	118	118
	02	19	19	52	52	71	71
	03	11	11	52	52	63	63
	04	5	5	74	74	79	79
	05	22	22	188	188	210	210
	06	67	67	622	622	689	689
	07	127	127	1,239	1,239	1,366	1,366
	08	142	142	1,448	1,448	1,590	1,590
	09	118	118	1,041	1,041	1,159	1,159
	10	128	128	912	912	1,040	1,040
	11	129	129	862	862	991	991
	12	134	134	933	933	1,067	1,067
	13	138	138	963	963	1,101	1,101
	14	155	155	1,046	1,046	1,201	1,201
	15	149	149	1,321	1,321	1,470	1,470
	16	242	242	1,816	1,816	2,058	2,058

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	272	272	2,217	2,217	2,489	2,489
	18	205	205	1,856	1,856	2,061	2,061
	19	144	144	912	912	1,056	1,056
	20	88	88	629	629	717	717
	21	73	73	475	475	548	548
	22	54	54	331	331	385	385
	23	58	58	219	219	277	277
	All Hours	2,549	2,549	19,476	19,476	22,025	22,025
March 22, 2016	00	35	35	131	131	166	166
	01	13	13	53	53	66	66
	02	14	14	53	53	67	67
	03	7	7	40	40	47	47
	04	7	7	71	71	78	78
	05	23	23	197	197	220	220
	06	68	68	605	605	673	673
	07	128	128	1,267	1,267	1,395	1,395
	08	163	163	1,668	1,668	1,831	1,831
	09	145	145	1,132	1,132	1,277	1,277
	10	105	105	891	891	996	996
	11	132	132	918	918	1,050	1,050
	12	128	128	926	926	1,054	1,054
	13	93	93	808	808	901	901
	14	131	131	966	966	1,097	1,097
	15	167	167	1,464	1,464	1,631	1,631
	16	235	235	1,948	1,948	2,183	2,183
	17	267	267	2,279	2,279	2,546	2,546

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	279	279	1,967	1,967	2,246	2,246
	19	114	114	862	862	976	976
	20	103	103	732	732	835	835
	21	89	89	553	553	642	642
	22	73	73	356	356	429	429
	23	37	37	233	233	270	270
	All Hours	2,556	2,556	20,120	20,120	22,676	22,676
March 23, 2016	00	36	36	108	108	144	144
	01	19	19	74	74	93	93
	02	9	9	64	64	73	73
	03	8	8	49	49	57	57
	04	9	9	66	66	75	75
	05	10	10	207	207	217	217
	06	60	60	634	634	694	694
	07	112	112	1,323	1,323	1,435	1,435
	08	210	210	1,649	1,649	1,859	1,859
	09	97	97	964	964	1,061	1,061
	10	112	112	953	953	1,065	1,065
	11	133	133	910	910	1,043	1,043
	12	158	158	953	953	1,111	1,111
	13	144	144	1,076	1,076	1,220	1,220
	14	137	137	1,190	1,190	1,327	1,327
	15	170	170	1,419	1,419	1,589	1,589
	16	247	247	1,927	1,927	2,174	2,174
	17	272	272	2,255	2,255	2,527	2,527
	18	248	248	2,006	2,006	2,254	2,254

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	165	165	1,041	1,041	1,206	1,206
	20	99	99	708	708	807	807
	21	90	90	574	574	664	664
	22	68	68	385	385	453	453
	23	52	52	257	257	309	309
	All Hours	2,665	2,665	20,792	20,792	23,457	23,457
March 24, 2016	00	31	31	139	139	170	170
	01	20	20	93	93	113	113
	02	13	13	56	56	69	69
	03	11	11	58	58	69	69
	04	14	14	73	73	87	87
	05	17	17	202	202	219	219
	06	66	66	564	564	630	630
	07	119	119	1,241	1,241	1,360	1,360
	08	179	179	1,542	1,542	1,721	1,721
	09	158	158	1,143	1,143	1,301	1,301
	10	126	126	888	888	1,014	1,014
	11	122	122	943	943	1,065	1,065
	12	151	151	1,044	1,044	1,195	1,195
	13	151	151	1,129	1,129	1,280	1,280
	14	152	152	1,178	1,178	1,330	1,330
	15	192	192	1,566	1,566	1,758	1,758
	16	209	209	1,726	1,726	1,935	1,935
	17	224	224	1,803	1,803	2,027	2,027
	18	196	196	1,351	1,351	1,547	1,547
	19	167	167	1,255	1,255	1,422	1,422

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	99	99	788	788	887	887
	21	107	107	638	638	745	745
	22	78	78	455	455	533	533
	23	75	75	258	258	333	333
	All Hours	2,677	2,677	20,133	20,133	22,810	22,810
March 25, 2016	00	27	27	145	145	172	172
	01	25	25	119	119	144	144
	02	15	15	75	75	90	90
	03	10	10	56	56	66	66
	04	12	12	54	54	66	66
	05	23	23	163	163	186	186
	06	53	53	475	475	528	528
	07	101	101	974	974	1,075	1,075
	08	146	146	1,227	1,227	1,373	1,373
	09	146	146	1,165	1,165	1,311	1,311
	10	125	125	952	952	1,077	1,077
	11	143	143	994	994	1,137	1,137
	12	174	174	1,089	1,089	1,263	1,263
	13	174	174	1,278	1,278	1,452	1,452
	14	169	169	1,453	1,453	1,622	1,622
	15	221	221	1,619	1,619	1,840	1,840
	16	224	224	1,737	1,737	1,961	1,961
	17	337	337	2,003	2,003	2,340	2,340
	18	220	220	1,688	1,688	1,908	1,908
	19	155	155	951	951	1,106	1,106
	20	125	125	728	728	853	853

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	109	109	634	634	743	743
	22	90	90	525	525	615	615
	23	72	72	382	382	454	454
	All Hours	2,896	2,896	20,486	20,486	23,382	23,382
March 26, 2016	00	64	64	446	446	510	510
	01	50	50	207	207	257	257
	02	33	33	106	106	139	139
	03	22	22	65	65	87	87
	04	18	18	77	77	95	95
	05	26	26	118	118	144	144
	06	26	26	205	205	231	231
	07	53	53	345	345	398	398
	08	94	94	576	576	670	670
	09	106	106	729	729	835	835
	10	144	144	934	934	1,078	1,078
	11	135	135	904	904	1,039	1,039
	12	126	126	993	993	1,119	1,119
	13	182	182	1,251	1,251	1,433	1,433
	14	199	199	1,218	1,218	1,417	1,417
	15	183	183	1,207	1,207	1,390	1,390
	16	180	180	1,185	1,185	1,365	1,365
	17	188	188	1,268	1,268	1,456	1,456
	18	154	154	1,045	1,045	1,199	1,199
	19	145	145	890	890	1,035	1,035
	20	115	115	755	755	870	870
	21	111	111	705	705	816	816

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	85	85	584	584	669	669
	23	76	76	446	446	522	522
	All Hours	2,515	2,515	16,259	16,259	18,774	18,774
March 27, 2016	00	50	50	305	305	355	355
	01	41	41	189	189	230	230
	02	35	35	102	102	137	137
	03	23	23	87	87	110	110
	04	15	15	51	51	66	66
	05	10	10	49	49	59	59
	06	18	18	87	87	105	105
	07	26	26	157	157	183	183
	08	43	43	300	300	343	343
	09	70	70	487	487	557	557
	10	97	97	697	697	794	794
	11	144	144	833	833	977	977
	12	131	131	973	973	1,104	1,104
	13	155	155	1,199	1,199	1,354	1,354
	14	170	170	1,252	1,252	1,422	1,422
	15	171	171	1,268	1,268	1,439	1,439
	16	163	163	1,172	1,172	1,335	1,335
	17	166	166	1,189	1,189	1,355	1,355
	18	153	153	1,110	1,110	1,263	1,263
	19	151	151	1,165	1,165	1,316	1,316
	20	172	172	1,258	1,258	1,430	1,430
	21	123	123	749	749	872	872
	22	76	76	410	410	486	486

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	60	**60**	223	**223**	**283**	**283**
	All Hours	**2,263**	**2,263**	**15,312**	**15,312**	**17,575**	**17,575**
March 28, 2016	00	41	**41**	109	**109**	**150**	**150**
	01	22	**22**	75	**75**	**97**	**97**
	02	18	**18**	39	**39**	**57**	**57**
	03	7	**7**	38	**38**	**45**	**45**
	04	11	**11**	70	**70**	**81**	**81**
	05	29	**29**	195	**195**	**224**	**224**
	06	64	**64**	691	**691**	**755**	**755**
	07	149	**149**	1,422	**1,422**	**1,571**	**1,571**
	08	195	**195**	1,615	**1,615**	**1,810**	**1,810**
	09	150	**150**	1,167	**1,167**	**1,317**	**1,317**
	10	118	**118**	858	**858**	**976**	**976**
	11	106	**106**	878	**878**	**984**	**984**
	12	158	**158**	899	**899**	**1,057**	**1,057**
	13	129	**129**	962	**962**	**1,091**	**1,091**
	14	151	**151**	1,032	**1,032**	**1,183**	**1,183**
	15	177	**177**	1,330	**1,330**	**1,507**	**1,507**
	16	208	**208**	1,856	**1,856**	**2,064**	**2,064**
	17	247	**247**	2,340	**2,340**	**2,587**	**2,587**
	18	188	**188**	1,719	**1,719**	**1,907**	**1,907**
	19	140	**140**	908	**908**	**1,048**	**1,048**
	20	110	**110**	594	**594**	**704**	**704**
	21	82	**82**	455	**455**	**537**	**537**
	22	62	**62**	296	**296**	**358**	**358**
	23	40	**40**	157	**157**	**197**	**197**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	***All Hours***	**2,602**	**2,602**	**19,705**	**19,705**	**22,307**	**22,307**
March 29, 2016	**00**	35	**35**	105	**105**	**140**	**140**
	01	15	**15**	58	**58**	**73**	**73**
	02	18	**18**	52	**52**	**70**	**70**
	03	6	**6**	33	**33**	**39**	**39**
	04	9	**9**	80	**80**	**89**	**89**
	05	12	**12**	200	**200**	**212**	**212**
	06	65	**65**	674	**674**	**739**	**739**
	07	157	**157**	1,493	**1,493**	**1,650**	**1,650**
	08	196	**196**	1,763	**1,763**	**1,959**	**1,959**
	09	153	**153**	1,169	**1,169**	**1,322**	**1,322**
	10	114	**114**	850	**850**	**964**	**964**
	11	135	**135**	854	**854**	**989**	**989**
	12	106	**106**	826	**826**	**932**	**932**
	13	140	**140**	935	**935**	**1,075**	**1,075**
	14	153	**153**	1,117	**1,117**	**1,270**	**1,270**
	15	158	**158**	1,098	**1,098**	**1,256**	**1,256**
	16	178	**178**	1,493	**1,493**	**1,671**	**1,671**
	17	195	**195**	1,930	**1,930**	**2,125**	**2,125**
	18	244	**244**	2,034	**2,034**	**2,278**	**2,278**
	19	128	**128**	1,036	**1,036**	**1,164**	**1,164**
	20	87	**87**	533	**533**	**620**	**620**
	21	64	**64**	458	**458**	**522**	**522**
	22	65	**65**	303	**303**	**368**	**368**
	23	42	**42**	164	**164**	**206**	**206**
	All Hours	**2,475**	**2,475**	**19,258**	**19,258**	**21,733**	**21,733**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	24	24	91	91	115	115
	01	16	16	56	56	72	72
	02	6	6	33	33	39	39
	03	10	10	47	47	57	57
	04	10	10	70	70	80	80
	05	14	14	175	175	189	189
	06	55	55	666	666	721	721
	07	134	134	1,244	1,244	1,378	1,378
	08	191	191	1,805	1,805	1,996	1,996
	09	138	138	1,332	1,332	1,470	1,470
	10	125	125	917	917	1,042	1,042
	11	113	113	876	876	989	989
	12	157	157	939	939	1,096	1,096
	13	154	154	1,002	1,002	1,156	1,156
	14	164	164	1,094	1,094	1,258	1,258
	15	181	181	1,352	1,352	1,533	1,533
	16	235	235	1,925	1,925	2,160	2,160
	17	252	252	2,280	2,280	2,532	2,532
	18	248	248	1,964	1,964	2,212	2,212
	19	167	167	1,089	1,089	1,256	1,256
	20	95	95	646	646	741	741
	21	79	79	508	508	587	587
	22	48	48	294	294	342	342
	23	43	43	176	176	219	219
	All Hours	2,659	2,659	20,581	20,581	23,240	23,240
March 31, 2016	00	32	32	104	104	136	136

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	17	17	82	82	99	99
	02	12	12	52	52	64	64
	03	6	6	42	42	48	48
	04	17	17	71	71	88	88
	05	14	14	194	194	208	208
	06	78	78	636	636	714	714
	07	139	139	1,431	1,431	1,570	1,570
	08	201	201	1,704	1,704	1,905	1,905
	09	152	152	1,196	1,196	1,348	1,348
	10	119	119	882	882	1,001	1,001
	11	139	139	877	877	1,016	1,016
	12	138	138	938	938	1,076	1,076
	13	131	131	995	995	1,126	1,126
	14	152	152	1,202	1,202	1,354	1,354
	15	194	194	1,462	1,462	1,656	1,656
	16	266	266	1,969	1,969	2,235	2,235
	17	306	306	2,425	2,425	2,731	2,731
	18	313	313	2,263	2,263	2,576	2,576
	19	146	146	1,044	1,044	1,190	1,190
	20	102	102	742	742	844	844
	21	82	82	534	534	616	616
	22	84	84	381	381	465	465
	23	36	36	213	213	249	249
	All Hours	2,876	2,876	21,439	21,439	24,315	24,315
Report Total		80,169	80,169	600,843	600,843	681,012	681,012

SE 10th Street, I-95, Sample Road and Hillsboro Boulevard Intersection Turning Movement Counts (March 2016)

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	59	0	46	150	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	150	71	0	86	216	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	254	118	0	123	270	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	267	175	0	119	373	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	308	171	0	178	356	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	407	182	0	184	384	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	418	142	0	188	476	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	424	122	0	121	474	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	396	126	0	129	473	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	408	105	0	112	455	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	457	88	0	92	455	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	395	111	0	84	418	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	338	159	0	100	457	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	295	112	0	96	479	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	323	154	0	102	396	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	335	128	0	82	487	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	346	159	0	109	380	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	314	116	0	114	425	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	359	153	0	90	398	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	341	103	0	96	448	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	407	116	0	116	457	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	319	106	0	94	455	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	273	83	0	76	458	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	282	99	0	87	462	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	1	0	0	6	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	1	0	1	21	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	5	0	0	13	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	17	6	0	0	9	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	20	7	0	0	8	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	9	3	0	0	10	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	6	7	0	0	10	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	8	2	0	1	8	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	7	0	0	9	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	11	3	0	1	7	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	13	8	0	1	8	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	13	5	0	1	8	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	3	0	1	9	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	13	7	0	1	10	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	10	3	0	1	9	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	7	5	0	5	10	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	9	3	0	2	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	1	0	0	8	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	4	0	2	5	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	2	0	0	9	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	1	0	2	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	4	1	0	1	4	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	3	0	0	9	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	118	46	1	35	145	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	140	89	0	88	266	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	259	114	0	133	295	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	344	125	0	112	454	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	261	60	0	84	403	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	356	188	0	166	439	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	363	164	0	207	482	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	407	150	0	237	537	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	382	151	0	169	504	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	356	126	0	195	495	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	396	195	0	163	471	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	393	135	0	193	418	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	358	123	0	160	463	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	323	148	0	199	455	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	371	146	0	181	481	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	320	179	0	159	462	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	319	256	0	183	444	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	389	179	0	179	445	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	329	179	0	208	407	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	294	216	0	212	448	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	394	188	0	175	483	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	344	148	0	208	412	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	281	126	0	125	449	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	302	127	0	132	462	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	3	0	0	10	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	5	4	0	1	10	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	12	4	0	1	10	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	4	2	0	1	8	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	17	9	0	2	7	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	15	9	0	0	4	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	12	3	0	1	12	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	16	1	0	2	15	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	21	4	0	3	15	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	12	5	0	0	10	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	18	1	0	1	6	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	14	1	0	0	8	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	4	5	0	3	10	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	9	6	0	0	7	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	13	6	0	2	11	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	11	1	0	3	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	8	3	0	2	9	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	3	0	4	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	7	1	0	0	9	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	4	2	0	0	5	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	5	4	0	2	5	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	7	2	0	1	7	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	39	0	42	162	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	151	68	0	65	240	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	256	113	0	99	300	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	338	125	0	87	399	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	349	140	0	101	391	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	412	109	0	107	433	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	405	109	0	91	476	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	424	59	0	80	545	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	461	68	0	73	453	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	463	56	0	77	456	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	413	72	0	94	470	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	426	79	0	62	416	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	331	101	0	75	470	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	320	122	0	97	462	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	343	203	0	174	484	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	335	146	0	151	453	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	362	168	0	146	401	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	388	124	0	143	414	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	387	123	0	143	410	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	351	93	0	173	430	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	386	119	0	161	486	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	420	63	0	131	450	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	284	94	0	107	492	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	327	78	0	128	496	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	1	0	0	15	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	1	0	1	15	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	7	4	0	0	14	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	8	1	0	0	7	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	14	2	0	0	10	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	10	6	0	0	12	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	4	4	0	0	6	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	6	5	0	0	7	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	4	0	0	8	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	9	5	0	0	9	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	7	2	0	0	9	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	5	8	0	1	8	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	5	3	0	1	10	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	5	0	3	8	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	10	5	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	3	0	2	8	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	4	3	0	1	12	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	5	0	3	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	2	0	0	10	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	0	0	0	173	0	0	0	0	0	0	10	0	23
06:15 AM	0	0	150	0	0	0	262	0	0	0	0	0	0	16	0	40
06:30 AM	0	0	254	0	0	0	305	0	0	0	0	0	0	32	0	88
06:45 AM	0	0	267	0	0	0	413	0	0	0	0	0	0	34	0	79
07:00 AM	0	0	308	0	0	0	463	0	0	0	0	0	0	39	0	71
07:15 AM	0	0	407	0	0	0	487	0	0	0	0	0	0	45	0	81
07:30 AM	0	0	418	0	0	0	608	0	0	0	0	0	0	24	0	56
07:45 AM	0	0	424	0	0	0	516	0	0	0	0	0	0	37	0	79
08:00 AM	0	0	396	0	0	0	533	0	0	0	0	0	0	26	0	69
08:15 AM	0	0	408	0	0	0	472	0	0	0	0	0	0	31	0	95
08:30 AM	0	0	457	0	0	0	470	0	0	0	0	0	0	27	0	77
08:45 AM	0	0	395	0	0	0	445	0	0	0	0	0	0	30	0	57
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	338	0	0	0	452	0	0	0	0	0	0	32	0	105
04:15 PM	0	0	295	0	0	0	512	0	0	0	0	0	0	25	0	63
04:30 PM	0	0	323	0	0	0	391	0	0	0	0	0	0	39	0	107
04:45 PM	0	0	335	0	0	0	494	0	0	0	0	0	0	41	0	75
05:00 PM	0	0	346	0	0	0	416	0	0	0	0	0	0	25	0	73
05:15 PM	0	0	314	0	0	0	491	0	0	0	0	0	0	28	0	48
05:30 PM	0	0	359	0	0	0	441	0	0	0	0	0	0	25	0	47
05:45 PM	0	0	341	0	0	0	489	0	0	0	0	0	0	23	0	55
06:00 PM	0	0	407	0	0	0	512	0	0	0	0	0	0	47	0	61
06:15 PM	0	0	319	0	0	0	469	0	0	0	0	0	0	44	0	80
06:30 PM	0	0	273	0	0	0	445	0	0	0	0	0	0	46	0	89
06:45 PM	0	0	282	0	0	0	473	0	0	0	0	0	0	38	0	76

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3
06:15 AM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
06:30 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	7
06:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	1
07:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	4
08:30 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	2	0	6
08:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	2	0	5
04:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	118	0	0	0	153	0	0	0	0	0	0	8	0	27
06:15 AM	0	0	140	0	0	0	293	0	0	0	0	0	0	29	0	61
06:30 AM	0	0	259	0	0	0	344	0	0	0	0	0	0	24	0	84
06:45 AM	0	0	344	0	0	0	462	0	0	0	0	0	0	45	0	104
07:00 AM	0	0	261	0	0	0	373	0	0	0	0	0	0	50	0	114
07:15 AM	0	0	356	0	0	0	529	0	0	0	0	0	0	35	0	76
07:30 AM	0	0	363	0	0	0	600	0	0	0	0	0	0	36	0	89
07:45 AM	0	0	407	0	0	0	719	0	0	0	0	0	0	24	0	55
08:00 AM	0	0	382	0	0	0	601	0	0	0	0	0	0	30	0	72
08:15 AM	0	0	356	0	0	0	621	0	0	0	0	0	0	33	0	69
08:30 AM	0	0	396	0	0	0	554	0	0	0	0	0	0	26	0	80
08:45 AM	0	0	393	0	0	0	537	0	0	0	0	0	0	24	0	74
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	358	0	0	0	511	0	0	0	0	0	0	35	0	112
04:15 PM	0	0	323	0	0	0	560	0	0	0	0	0	0	27	0	94
04:30 PM	0	0	371	0	0	0	540	0	0	0	0	0	0	40	0	122
04:45 PM	0	0	320	0	0	0	524	0	0	0	0	0	0	35	0	97
05:00 PM	0	0	319	0	0	0	552	0	0	0	0	0	0	35	0	75
05:15 PM	0	0	389	0	0	0	551	0	0	0	0	0	0	26	0	73
05:30 PM	0	0	329	0	0	0	559	0	0	0	0	0	0	19	0	56
05:45 PM	0	0	294	0	0	0	562	0	0	0	0	0	0	38	0	98
06:00 PM	0	0	394	0	0	0	551	0	0	0	0	0	0	46	0	107
06:15 PM	0	0	344	0	0	0	525	0	0	0	0	0	0	45	0	95
06:30 PM	0	0	281	0	0	0	457	0	0	0	0	0	0	41	0	117
06:45 PM	0	0	302	0	0	0	539	0	0	0	0	0	0	12	0	55

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	4
06:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	10
06:45 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	5
07:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	8
08:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	7
04:45 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	10	0	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	3
06:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	0	0	0	186	0	0	0	0	0	0	3	0	18
06:15 AM	0	0	151	0	0	0	261	0	0	0	0	0	0	13	0	44
06:30 AM	0	0	256	0	0	0	338	0	0	0	0	0	0	16	0	61
06:45 AM	0	0	338	0	0	0	410	0	0	0	0	0	0	36	0	76
07:00 AM	0	0	349	0	0	0	421	0	0	0	0	0	0	29	0	71
07:15 AM	0	0	412	0	0	0	464	0	0	0	0	0	0	29	0	76
07:30 AM	0	0	405	0	0	0	506	0	0	0	0	0	0	16	0	61
07:45 AM	0	0	424	0	0	0	531	0	0	0	0	0	0	44	0	94
08:00 AM	0	0	461	0	0	0	447	0	0	0	0	0	0	22	0	79
08:15 AM	0	0	463	0	0	0	460	0	0	0	0	0	0	38	0	73
08:30 AM	0	0	413	0	0	0	478	0	0	0	0	0	0	29	0	86
08:45 AM	0	0	426	0	0	0	407	0	0	0	0	0	0	25	0	71
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	331	0	0	0	382	0	0	0	0	0	0	64	0	163
04:15 PM	0	0	320	0	0	0	376	0	0	0	0	0	0	60	0	183
04:30 PM	0	0	343	0	0	0	483	0	0	0	0	0	0	53	0	175
04:45 PM	0	0	335	0	0	0	428	0	0	0	0	0	0	25	0	176
05:00 PM	0	0	362	0	0	0	396	0	0	0	0	0	0	29	0	151
05:15 PM	0	0	388	0	0	0	446	0	0	0	0	0	0	28	0	111
05:30 PM	0	0	387	0	0	0	415	0	0	0	0	0	0	33	0	138
05:45 PM	0	0	351	0	0	0	401	0	0	0	0	0	0	46	0	202
06:00 PM	0	0	386	0	0	0	486	0	0	0	0	0	0	46	0	161
06:15 PM	0	0	420	0	0	0	426	0	0	0	0	0	0	33	0	155
06:30 PM	0	0	284	0	0	0	431	0	0	0	0	0	17	53	0	168
06:45 PM	0	0	327	0	0	0	466	0	0	0	0	0	0	25	0	158

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9
06:15 AM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	9
06:30 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5
06:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	6
07:00 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	5
08:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	5
04:45 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	4
06:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	68	29	0	0	75	41	0	0	0	56	0	0	0	53
06:15 AM	0	0	89	23	0	0	125	66	0	0	0	78	0	0	0	64
06:30 AM	0	0	131	26	0	0	133	91	0	0	0	107	0	0	0	72
06:45 AM	0	0	196	30	0	0	135	87	0	0	0	116	0	0	0	91
07:00 AM	0	0	191	50	0	0	157	120	0	0	0	108	0	0	0	80
07:15 AM	0	0	218	41	0	0	214	144	0	0	0	127	0	0	0	119
07:30 AM	0	0	341	63	0	0	205	218	0	0	0	120	0	0	0	108
07:45 AM	0	0	376	93	0	0	334	188	0	0	0	123	0	0	0	113
08:00 AM	0	0	331	84	0	0	287	187	0	0	0	120	0	0	0	71
08:15 AM	0	0	355	116	0	0	343	170	0	0	0	109	0	0	0	72
08:30 AM	0	0	320	140	0	0	370	133	0	0	0	125	0	0	0	82
08:45 AM	0	0	401	126	0	0	312	142	0	0	0	121	0	0	0	71
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	383	95	0	0	419	117	0	0	0	118	0	0	0	119
04:15 PM	0	0	383	81	0	0	472	121	0	0	0	118	0	0	0	111
04:30 PM	0	0	422	99	0	0	482	138	0	0	0	108	0	0	0	115
04:45 PM	0	0	402	110	0	0	491	120	0	0	0	127	0	0	0	110
05:00 PM	0	0	459	115	0	0	483	157	0	0	0	115	0	0	0	96
05:15 PM	0	0	442	83	0	0	510	74	0	0	0	142	0	0	0	55
05:30 PM	0	0	414	119	0	0	378	177	0	0	0	119	0	0	0	73
05:45 PM	0	0	496	88	0	0	397	105	0	0	0	107	0	0	0	49
06:00 PM	0	0	330	158	0	0	382	100	0	0	0	128	0	0	0	61
06:15 PM	0	0	356	93	0	0	373	137	0	0	0	114	0	0	0	80
06:30 PM	0	0	297	127	0	0	306	110	0	0	0	127	0	0	0	69
06:45 PM	0	0	302	92	0	0	316	96	0	0	0	88	0	0	0	105

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	103	16	0	0	78	41	0	0	0	46	0	0	0	59
06:15 AM	0	0	100	13	0	0	91	74	0	0	0	78	0	0	0	69
06:30 AM	0	0	120	25	0	0	169	81	0	0	0	120	0	0	0	69
06:45 AM	0	0	227	33	0	0	210	103	0	0	0	128	0	0	0	103
07:00 AM	0	0	228	46	0	0	213	118	0	0	0	120	0	0	0	96
07:15 AM	0	0	331	54	0	0	231	150	0	0	0	135	0	0	0	90
07:30 AM	0	0	325	51	0	0	293	199	0	0	0	112	0	0	0	94
07:45 AM	0	0	384	93	0	0	387	204	0	0	0	144	0	0	0	107
08:00 AM	0	0	356	71	0	0	298	172	0	0	0	129	0	0	0	67
08:15 AM	0	0	423	137	0	0	349	179	0	0	0	104	0	0	0	60
08:30 AM	0	0	383	103	0	0	352	152	0	0	0	92	0	0	0	80
08:45 AM	0	0	410	118	0	0	269	172	0	0	0	121	0	0	0	73
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	389	90	0	0	367	117	0	0	0	96	0	0	0	118
04:15 PM	0	0	393	89	0	0	452	108	0	0	0	117	0	0	0	117
04:30 PM	0	0	417	100	0	0	463	118	0	0	0	114	0	0	0	95
04:45 PM	0	0	395	84	0	0	434	113	0	0	0	127	0	0	0	104
05:00 PM	0	0	472	101	0	0	467	162	0	0	0	126	0	0	0	108
05:15 PM	0	0	426	89	0	0	446	148	0	0	0	134	0	0	0	86
05:30 PM	0	0	385	111	0	0	431	121	0	0	0	148	0	0	0	65
05:45 PM	0	0	429	102	0	0	385	125	0	0	0	135	0	0	0	67
06:00 PM	0	0	344	114	0	0	369	125	0	0	0	137	0	0	0	76
06:15 PM	0	0	375	128	0	0	385	122	0	0	0	134	0	0	0	115
06:30 PM	0	0	355	104	0	0	381	89	0	0	0	114	0	0	0	104
06:45 PM	0	0	279	91	0	0	337	93	0	0	0	117	0	0	0	95

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	91	23	0	0	60	43	0	0	0	51	0	0	0	52
06:15 AM	0	0	93	16	0	0	106	76	0	0	0	66	0	0	0	64
06:30 AM	0	0	132	18	0	0	131	85	0	0	0	112	0	0	0	72
06:45 AM	0	0	207	24	0	0	152	116	0	0	0	128	0	0	0	102
07:00 AM	0	0	208	48	0	0	199	122	0	0	0	111	0	0	0	88
07:15 AM	0	0	235	45	0	0	239	158	0	0	0	137	0	0	0	104
07:30 AM	0	0	345	74	0	0	224	217	0	0	0	114	0	0	0	94
07:45 AM	0	0	342	88	0	0	339	190	0	0	0	110	0	0	0	117
08:00 AM	0	0	322	83	0	0	348	182	0	0	0	112	0	0	0	77
08:15 AM	0	0	363	124	0	0	315	181	0	0	0	100	0	0	0	77
08:30 AM	0	0	308	122	0	0	339	163	0	0	0	127	0	0	0	79
08:45 AM	0	0	265	124	0	0	373	148	0	0	0	147	0	0	0	81
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	388	97	0	0	418	120	0	0	0	112	0	0	0	116
04:15 PM	0	0	378	102	0	0	469	115	0	0	0	123	0	0	0	131
04:30 PM	0	0	511	93	0	0	486	121	0	0	0	131	0	0	0	123
04:45 PM	0	0	429	81	0	0	469	111	0	0	0	118	0	0	0	112
05:00 PM	0	0	409	88	0	0	418	143	0	0	0	134	0	0	0	113
05:15 PM	0	0	465	87	0	0	462	98	0	0	0	142	0	0	0	92
05:30 PM	0	0	456	108	0	0	394	126	0	0	0	133	0	0	0	53
05:45 PM	0	0	396	98	0	0	390	139	0	0	0	132	0	0	0	95
06:00 PM	0	0	357	130	0	0	373	119	0	0	0	116	0	0	0	93
06:15 PM	0	0	339	99	0	0	393	101	0	0	0	134	0	0	0	93
06:30 PM	0	0	385	103	0	0	356	82	0	0	0	110	0	0	0	98
06:45 PM	0	0	355	75	0	0	332	95	0	0	0	115	0	0	0	103

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	70	73	0	0	71	53	0	0	0	0	0	23	0	42
06:15 AM	0	0	65	88	0	0	116	66	0	0	0	0	0	43	0	49
06:30 AM	0	0	94	125	0	0	129	68	0	0	0	0	0	57	0	50
06:45 AM	0	0	141	131	0	0	118	101	0	0	0	0	0	76	0	92
07:00 AM	0	0	155	131	0	0	145	83	0	0	0	0	0	76	0	106
07:15 AM	0	0	165	157	0	0	198	122	0	0	0	0	0	84	0	142
07:30 AM	0	0	265	114	0	0	206	94	0	0	0	0	0	128	0	173
07:45 AM	0	0	301	130	0	0	312	115	0	0	0	0	0	149	0	189
08:00 AM	0	0	298	116	0	0	228	115	0	0	0	0	0	105	0	187
08:15 AM	0	0	324	132	0	0	305	90	0	0	0	0	0	126	0	179
08:30 AM	0	0	338	156	0	0	335	95	0	0	0	0	0	99	0	145
08:45 AM	0	0	392	140	0	0	281	84	0	0	0	0	0	113	0	131
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	372	139	0	0	358	157	0	0	0	0	0	82	0	93
04:15 PM	0	0	323	117	0	0	408	148	0	0	0	0	0	120	0	76
04:30 PM	0	0	380	149	0	0	435	133	0	0	0	0	0	117	0	138
04:45 PM	0	0	396	111	0	0	448	124	0	0	0	0	0	90	0	108
05:00 PM	0	0	384	169	0	0	437	113	0	0	0	0	0	166	0	119
05:15 PM	0	0	371	111	0	0	456	79	0	0	0	0	0	130	0	92
05:30 PM	0	0	375	118	0	0	322	108	0	0	0	0	0	134	0	145
05:45 PM	0	0	405	96	0	0	338	86	0	0	0	0	0	152	0	150
06:00 PM	0	0	363	95	0	0	308	115	0	0	0	0	0	101	0	121
06:15 PM	0	0	271	92	0	0	319	113	0	0	0	0	0	160	0	128
06:30 PM	0	0	258	82	0	0	241	118	0	0	0	0	0	149	0	122
06:45 PM	0	0	263	90	0	0	270	133	0	0	0	0	0	114	0	115

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	82	83	0	0	76	56	0	0	0	0	0	32	0	25
06:15 AM	0	0	68	78	0	0	92	62	0	0	0	0	0	41	0	47
06:30 AM	0	0	83	132	0	0	146	83	0	0	0	0	0	57	0	61
06:45 AM	0	0	165	118	0	0	219	80	0	0	0	0	0	83	0	95
07:00 AM	0	0	192	133	0	0	184	113	0	0	0	0	0	70	0	96
07:15 AM	0	0	263	169	0	0	219	88	0	0	0	0	0	105	0	122
07:30 AM	0	0	258	117	0	0	265	106	0	0	0	0	0	105	0	169
07:45 AM	0	0	331	146	0	0	388	81	0	0	0	0	0	125	0	179
08:00 AM	0	0	306	126	0	0	236	114	0	0	0	0	0	101	0	182
08:15 AM	0	0	409	93	0	0	303	91	0	0	0	0	0	124	0	165
08:30 AM	0	0	336	130	0	0	342	68	0	0	0	0	0	128	0	150
08:45 AM	0	0	367	124	0	0	240	87	0	0	0	0	0	137	0	133
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	362	125	0	0	341	121	0	0	0	0	0	91	0	111
04:15 PM	0	0	359	101	0	0	414	128	0	0	0	0	0	99	0	120
04:30 PM	0	0	348	139	0	0	426	104	0	0	0	0	0	151	0	177
04:45 PM	0	0	327	101	0	0	400	112	0	0	0	0	0	127	0	129
05:00 PM	0	0	406	138	0	0	421	126	0	0	0	0	0	140	0	125
05:15 PM	0	0	356	128	0	0	423	81	0	0	0	0	0	136	0	134
05:30 PM	0	0	327	82	0	0	382	91	0	0	0	0	0	148	0	103
05:45 PM	0	0	365	86	0	0	330	100	0	0	0	0	0	142	0	152
06:00 PM	0	0	326	105	0	0	313	113	0	0	0	0	0	111	0	107
06:15 PM	0	0	341	92	0	0	342	136	0	0	0	0	0	137	0	119
06:30 PM	0	0	308	98	0	0	357	105	0	0	0	0	0	131	0	128
06:45 PM	0	0	262	105	0	0	324	87	0	0	0	0	0	98	0	64

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	69	72	0	0	49	56	0	0	0	0	0	36	0	32
06:15 AM	0	0	74	83	0	0	114	55	0	0	0	0	0	51	0	52
06:30 AM	0	0	96	121	0	0	126	75	0	0	0	0	0	49	0	56
06:45 AM	0	0	136	123	0	0	152	99	0	0	0	0	0	86	0	85
07:00 AM	0	0	175	138	0	0	186	105	0	0	0	0	0	71	0	106
07:15 AM	0	0	184	134	0	0	233	120	0	0	0	0	0	84	0	121
07:30 AM	0	0	283	128	0	0	237	123	0	0	0	0	0	118	0	150
07:45 AM	0	0	286	105	0	0	369	97	0	0	0	0	0	125	0	165
08:00 AM	0	0	275	81	0	0	353	98	0	0	0	0	0	112	0	159
08:15 AM	0	0	341	124	0	0	310	110	0	0	0	0	0	124	0	183
08:30 AM	0	0	302	135	0	0	334	101	0	0	0	0	0	108	0	141
08:45 AM	0	0	226	82	0	0	372	89	0	0	0	0	0	148	0	130
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	370	126	0	0	358	155	126	0	0	0	0	91	0	110
04:15 PM	0	0	412	104	0	0	444	119	104	0	0	0	0	59	0	51
04:30 PM	0	0	508	182	0	0	434	146	182	0	0	0	0	56	0	30
04:45 PM	0	0	425	121	0	0	417	136	121	0	0	0	0	57	0	48
05:00 PM	0	0	383	141	0	0	410	108	141	0	0	0	0	89	0	84
05:15 PM	0	0	423	140	0	0	433	95	140	0	0	0	0	101	0	93
05:30 PM	0	0	425	104	0	0	328	132	104	0	0	0	0	112	0	109
05:45 PM	0	0	332	104	0	0	359	123	104	0	0	0	0	139	0	128
06:00 PM	0	0	341	93	0	0	317	141	93	0	0	0	0	124	0	121
06:15 PM	0	0	307	90	0	0	350	117	90	0	0	0	0	114	0	132
06:30 PM	0	0	345	122	0	0	313	113	122	0	0	0	0	121	0	93
06:45 PM	0	0	296	111	0	0	312	99	111	0	0	0	0	115	0	102

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	1	118	2	0	0	98	1	2	11	0	4	0	1	1	6
06:15 AM	2	7	148	9	0	3	166	2	0	10	0	9	0	1	2	6
06:30 AM	2	14	234	5	0	6	184	4	0	27	1	7	0	0	0	4
06:45 AM	0	28	279	6	0	7	165	10	0	52	1	21	0	0	0	4
07:00 AM	1	44	246	21	0	3	223	9	1	48	3	25	0	1	1	5
07:15 AM	3	33	306	21	0	14	271	7	0	78	6	31	0	0	0	7
07:30 AM	7	32	386	18	1	12	274	12	0	142	13	39	0	7	2	7
07:45 AM	4	81	392	25	0	19	399	19	0	101	22	33	0	3	2	15
08:00 AM	3	66	350	29	0	19	314	21	0	129	19	33	0	2	5	19
08:15 AM	1	72	351	32	1	12	372	18	3	103	22	29	0	8	0	14
08:30 AM	0	88	351	31	0	16	361	27	0	86	27	30	0	5	1	15
08:45 AM	5	62	406	34	0	27	330	22	0	70	24	30	0	11	1	18
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	11	15	440	37	2	28	439	9	1	38	0	29	0	9	5	41
04:15 PM	10	5	444	46	1	12	501	5	1	40	2	19	0	4	1	24
04:30 PM	7	11	454	53	0	24	485	15	0	51	5	28	0	18	4	50
04:45 PM	7	15	465	39	0	23	482	3	1	48	1	20	0	20	3	62
05:00 PM	4	14	500	47	1	26	490	5	1	58	5	40	0	38	17	76
05:15 PM	7	18	498	54	1	32	468	6	0	56	3	40	0	23	18	47
05:30 PM	11	23	444	53	0	24	430	5	0	70	3	32	0	24	14	38
05:45 PM	9	12	524	49	0	48	421	7	0	30	4	35	0	16	2	36
06:00 PM	1	2	412	30	1	27	387	2	0	48	2	17	0	9	7	35
06:15 PM	5	7	406	47	3	27	426	5	0	31	3	34	0	6	1	20
06:30 PM	3	12	370	34	0	24	359	5	0	30	4	25	0	3	3	17
06:45 PM	0	4	353	14	0	16	345	1	0	22	0	15	0	5	0	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	9	1	0	0	0	0	0	0	0	1	0	0	0	0
06:30 AM	0	1	5	0	0	0	2	0	0	0	0	1	0	1	0	0
06:45 AM	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	9	0	0	1	2	0	0	0	0	1	0	1	0	0
07:15 AM	0	1	7	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	3	0	0	1	4	1	0	0	0	0	0	0	0	1
08:00 AM	0	0	7	0	0	1	2	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	4	0	0	0	2	1	0	0	0	0	0	0	0	0
08:45 AM	0	1	7	1	0	0	4	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	4	0	0	0	2	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	5	0	0	0	2	0	0	0	0	1	0	0	0	2
04:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
07:45 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	1	0	1	1	0	0	0	0	1	0	0	0	3	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	137	2	0	1	103	2	1	4	3	5	0	2	0	5
06:15 AM	0	6	161	2	0	4	138	2	0	10	1	6	0	0	1	2
06:30 AM	0	16	207	5	2	6	208	5	1	27	0	9	1	1	0	3
06:45 AM	0	26	300	10	0	4	247	10	1	43	1	21	0	4	0	8
07:00 AM	0	26	281	30	0	7	276	9	0	39	2	19	1	2	0	3
07:15 AM	0	27	392	27	0	11	285	14	2	72	8	27	1	7	1	11
07:30 AM	0	29	353	38	0	17	391	8	1	72	15	31	0	8	3	6
07:45 AM	1	33	447	13	0	17	460	16	0	80	10	28	0	2	0	17
08:00 AM	0	31	400	25	0	18	346	9	0	90	15	28	0	9	3	9
08:15 AM	0	57	419	30	0	16	433	21	0	58	20	28	1	9	0	13
08:30 AM	0	71	359	26	0	22	404	18	0	63	17	32	0	10	4	13
08:45 AM	0	47	441	18	0	23	355	22	1	56	17	40	0	9	2	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	15	428	38	0	21	390	6	1	39	2	13	0	10	5	37
04:15 PM	0	4	451	49	0	25	461	5	1	42	4	18	0	15	1	33
04:30 PM	0	8	494	59	0	26	460	5	1	60	3	22	0	16	4	49
04:45 PM	0	8	409	47	1	24	430	10	2	48	8	31	4	25	10	55
05:00 PM	0	11	513	46	1	25	441	6	1	72	0	22	3	32	14	88
05:15 PM	0	13	459	73	0	30	418	0	0	72	0	39	2	28	22	72
05:30 PM	0	7	444	56	0	31	378	6	0	92	3	28	0	22	16	47
05:45 PM	0	17	458	73	0	30	382	7	1	52	0	23	1	12	9	44
06:00 PM	0	18	382	52	0	37	358	8	2	54	4	23	0	23	5	65
06:15 PM	0	8	447	63	0	27	355	2	1	76	2	30	2	9	7	46
06:30 PM	0	6	381	56	0	32	349	9	0	52	1	23	1	11	4	32
06:45 PM	0	8	334	30	0	23	334	5	0	56	0	24	0	11	5	20

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0
06:15 AM	0	1	6	0	0	1	2	0	0	0	0	1	0	0	0	0
06:30 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	8	2	0	0	2	0	0	0	0	2	0	0	0	0
07:00 AM	0	0	7	0	0	1	2	0	0	0	1	1	0	1	0	0
07:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	2	0	0	1	4	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	7	0	0	0	2	0	0	0	0	0	0	1	0	0
08:30 AM	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	8	1	0	0	5	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	2
04:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	1	0	0	2	0	0	0	0	1	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0
06:00 PM	0	4	0	0	0	1	0	0	0	2	0	0	0	0	0	0
06:15 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	12	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	2	117	2	0	2	94	4	2	5	1	3	1	0	0	1
06:15 AM	0	6	142	9	0	2	162	2	0	9	1	8	0	0	0	2
06:30 AM	0	14	233	2	0	3	167	5	1	32	2	12	1	0	0	3
06:45 AM	0	32	259	7	0	1	204	17	1	43	7	17	0	1	0	10
07:00 AM	0	41	266	18	0	6	268	3	2	36	2	14	2	6	0	9
07:15 AM	0	32	292	18	0	10	296	9	4	75	10	21	0	1	3	13
07:30 AM	0	52	382	8	0	19	325	11	1	100	8	29	2	6	1	5
07:45 AM	1	66	357	17	0	20	389	12	0	101	20	29	0	4	1	16
08:00 AM	0	62	357	18	0	16	382	19	0	114	28	50	1	14	3	15
08:15 AM	0	71	424	18	0	16	351	19	1	111	25	29	1	5	0	14
08:30 AM	0	87	338	15	0	16	382	21	0	84	35	26	1	8	3	10
08:45 AM	0	60	340	18	1	25	396	11	0	86	43	28	0	11	3	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	14	450	36	0	27	439	3	1	37	8	21	0	17	0	40
04:15 PM	0	15	473	50	0	21	493	8	0	49	5	27	0	14	4	29
04:30 PM	0	16	433	52	0	39	477	3	0	62	5	12	1	14	11	47
04:45 PM	0	10	419	70	0	30	426	4	0	75	3	28	1	20	7	60
05:00 PM	0	16	421	66	0	26	389	6	1	72	4	31	0	40	19	88
05:15 PM	0	10	484	57	1	35	368	3	0	50	0	17	0	30	20	77
05:30 PM	0	6	467	91	0	31	418	3	0	70	7	36	0	21	20	60
05:45 PM	0	9	412	80	1	41	398	3	0	65	0	26	2	15	19	41
06:00 PM	0	9	338	66	0	42	338	7	0	75	2	35	1	25	15	63
06:15 PM	0	9	353	48	1	25	415	3	0	54	1	27	1	11	6	36
06:30 PM	0	14	452	53	0	31	371	1	0	29	1	24	1	7	3	15
06:45 PM	0	18	392	47	0	26	367	2	0	34	1	22	0	9	1	23

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0
06:30 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0
06:45 AM	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	3	0	0	1	2	0	0	0	0	1	0	2	0	0
07:15 AM	0	0	6	0	0	0	3	1	0	0	0	0	0	0	0	1
07:30 AM	0	1	6	0	0	1	4	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0
08:00 AM	0	4	3	0	0	0	6	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	5	0	0	0	5	1	0	0	0	0	0	1	0	0
08:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	4	0	0	0	2	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	16	7	0	0	1	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	8	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:00 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0
06:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	121	3	0	17	77	27	0	3	3	6	0	3	1	2
06:15 AM	0	4	162	8	0	14	131	15	0	6	2	8	0	4	0	0
06:30 AM	0	9	195	12	0	30	124	17	0	4	3	13	0	3	0	2
06:45 AM	0	6	269	13	0	14	172	45	0	10	3	12	0	5	1	4
07:00 AM	0	22	254	25	0	45	184	35	0	10	9	23	0	3	2	4
07:15 AM	0	31	337	20	0	38	247	46	0	13	18	29	0	6	1	5
07:30 AM	0	28	323	28	0	53	216	85	0	7	27	20	0	3	5	3
07:45 AM	0	63	294	38	0	79	320	93	0	20	38	38	0	12	1	1
08:00 AM	0	61	373	36	0	54	250	71	0	12	65	23	0	12	3	4
08:15 AM	0	56	428	38	0	91	293	83	0	31	30	39	0	4	5	6
08:30 AM	0	49	397	63	0	91	315	60	0	17	28	38	0	13	7	11
08:45 AM	0	36	405	45	0	77	280	38	0	17	8	42	0	10	1	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	12	414	34	0	45	385	10	0	28	6	50	0	30	8	27
04:15 PM	0	14	370	36	0	26	432	7	0	33	4	48	0	17	2	11
04:30 PM	0	14	393	20	0	23	521	2	0	68	1	50	0	57	7	46
04:45 PM	0	7	429	40	0	34	484	3	0	32	1	68	0	48	13	28
05:00 PM	0	10	426	31	0	54	465	4	0	67	6	97	0	81	11	53
05:15 PM	0	6	388	22	0	28	481	3	0	57	2	65	0	68	15	88
05:30 PM	0	6	344	6	0	66	390	2	0	34	2	34	0	57	5	53
05:45 PM	0	6	371	25	0	59	422	2	0	51	1	49	0	46	3	36
06:00 PM	0	6	357	23	0	40	358	4	0	47	1	48	0	43	9	37
06:15 PM	0	2	282	23	0	26	390	14	0	29	2	20	0	32	6	36
06:30 PM	0	2	286	24	0	42	316	1	0	26	1	34	0	28	7	28
06:45 PM	0	5	289	21	0	39	331	2	0	19	0	23	0	28	3	17

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	5	0	0	0	2	0	0	0	0	4	0	0	0	0
06:30 AM	0	0	5	0	0	0	4	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	4	0	0	1	4	0	0	1	0	1	0	0	0	0
07:00 AM	0	0	5	0	0	3	1	1	0	2	0	5	0	0	0	0
07:15 AM	0	0	2	1	0	1	3	0	0	0	1	1	0	1	1	0
07:30 AM	0	0	2	0	0	2	2	1	0	1	0	3	0	0	0	0
07:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	3	0	0	1	0	0	0	0	0	3	0	0	0	0
08:15 AM	0	0	2	0	0	2	6	1	0	0	0	1	0	0	0	0
08:30 AM	0	0	2	0	0	2	3	0	0	0	0	2	0	1	0	0
08:45 AM	0	0	3	0	0	1	4	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	0	0	1	4	2	0	1	0	1	0	0	0	0
04:15 PM	0	1	2	0	0	4	4	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	1	0	0	2	2	0	0	0	1	3	0	0	1	1
04:45 PM	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0
05:00 PM	0	0	0	0	0	1	2	1	0	1	0	1	0	0	0	0
05:15 PM	0	1	3	0	0	1	4	0	0	0	0	2	0	1	0	0
05:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	1	0	1	1	0	0	0	0	1	0	0	0	0
06:00 PM	0	0	1	1	0	0	5	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	1	2	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	3	131	7	0	8	78	16	0	7	2	5	0	3	1	1
06:15 AM	0	3	183	9	0	15	112	5	0	2	2	9	0	1	1	1
06:30 AM	0	9	210	13	0	25	163	8	0	5	2	16	0	6	0	1
06:45 AM	0	6	210	10	0	34	250	15	0	10	5	9	0	3	0	3
07:00 AM	0	14	249	9	0	32	218	20	0	15	9	9	0	9	2	4
07:15 AM	0	25	370	22	0	45	257	27	0	17	18	28	0	5	0	3
07:30 AM	0	58	375	32	0	40	345	27	0	14	16	25	0	5	2	4
07:45 AM	0	68	418	26	0	33	459	31	0	18	53	33	0	5	2	2
08:00 AM	0	86	429	39	0	50	303	46	0	21	31	39	0	0	1	4
08:15 AM	0	65	493	31	0	65	349	36	0	32	29	34	0	3	1	3
08:30 AM	0	50	411	41	0	54	362	50	0	15	30	29	0	7	3	3
08:45 AM	0	21	358	34	0	37	306	22	0	26	13	30	0	5	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	9	389	34	0	47	391	7	0	33	3	41	0	35	7	26
04:15 PM	0	14	390	39	0	59	435	7	0	34	5	37	0	15	4	13
04:30 PM	0	5	328	32	0	85	472	6	0	47	0	62	0	82	18	62
04:45 PM	0	7	314	36	0	57	457	5	0	35	3	39	0	58	11	68
05:00 PM	0	6	383	25	0	45	471	0	0	56	2	69	0	68	39	140
05:15 PM	0	14	323	20	0	61	449	5	0	41	2	56	0	78	23	132
05:30 PM	0	4	305	16	0	41	421	0	0	51	2	52	0	51	28	90
05:45 PM	0	5	362	25	0	67	403	5	0	32	4	31	0	44	21	57
06:00 PM	0	7	337	21	0	55	339	14	0	41	0	37	0	32	12	60
06:15 PM	0	4	350	19	0	56	391	1	0	31	3	43	0	22	13	32
06:30 PM	0	6	284	26	0	48	406	2	0	31	2	49	0	46	12	34
06:45 PM	0	1	287	16	0	57	326	0	0	20	0	33	0	23	8	16

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	1	2	0	0	0	0	2	0	0	0	0
06:15 AM	0	1	2	0	0	2	2	1	0	0	0	2	0	0	0	0
06:30 AM	0	1	3	0	0	0	6	1	0	0	0	3	0	0	0	0
06:45 AM	0	0	5	0	0	1	2	1	0	0	0	3	0	2	0	1
07:00 AM	0	0	4	0	0	3	2	0	0	2	0	0	0	1	1	1
07:15 AM	0	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0
07:30 AM	0	0	3	0	0	3	7	1	0	0	0	1	0	1	0	0
07:45 AM	0	0	2	0	0	2	1	0	0	3	0	3	0	0	0	0
08:00 AM	0	1	3	0	0	1	1	0	0	0	0	2	0	0	0	0
08:15 AM	0	0	3	0	0	2	3	0	0	0	0	1	0	1	0	0
08:30 AM	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	3	0	0	1	5	1	0	0	0	3	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	5	1	0	1	0	1	0	2	0	1
04:15 PM	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	3	5	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0
05:30 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	1	2	0	2	2	0	0	1	0	1	0	0	0	0
06:15 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	2	2	0	0	0	0	2	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	3	139	3	0	8	67	10	0	2	3	6	0	0	1	0
06:15 AM	0	7	164	7	0	11	145	6	0	4	1	8	0	10	1	1
06:30 AM	0	7	207	8	0	48	129	8	0	4	3	17	0	2	0	0
06:45 AM	0	8	234	13	0	23	198	18	0	12	4	16	0	4	0	11
07:00 AM	0	15	225	18	0	31	235	14	0	14	3	25	0	8	0	5
07:15 AM	0	32	319	26	0	30	261	48	0	16	18	20	0	2	1	5
07:30 AM	0	29	366	31	0	41	303	38	0	14	21	28	0	2	1	1
07:45 AM	0	81	338	45	0	75	354	80	0	21	24	25	0	7	1	4
08:00 AM	0	58	351	42	0	43	387	48	0	25	28	29	0	7	3	2
08:15 AM	0	56	330	30	0	94	349	37	0	27	26	34	0	14	2	3
08:30 AM	0	51	383	40	0	74	348	28	0	19	21	27	0	0	4	7
08:45 AM	0	33	256	27	0	127	323	28	0	16	21	44	0	7	5	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	9	424	25	0	36	396	2	0	37	4	51	0	2	2	1
04:15 PM	0	6	445	20	0	32	428	4	0	29	4	41	0	10	1	12
04:30 PM	0	13	503	26	0	101	342	2	0	33	1	53	0	96	26	53
04:45 PM	0	11	408	27	0	58	402	4	0	39	2	62	0	55	48	55
05:00 PM	0	13	341	23	0	95	372	1	0	62	0	69	0	93	15	94
05:15 PM	0	10	425	29	0	40	445	2	0	40	3	51	0	67	41	86
05:30 PM	0	5	437	30	0	75	355	0	0	40	1	48	0	25	48	63
05:45 PM	0	6	342	27	0	37	401	0	0	29	3	34	0	53	32	35
06:00 PM	0	5	359	29	0	22	396	6	0	40	8	26	0	34	10	21
06:15 PM	0	2	340	19	0	9	442	6	0	25	2	28	0	20	2	27
06:30 PM	0	1	397	8	0	20	370	2	0	34	0	20	0	26	3	16
06:45 PM	0	2	336	24	0	23	368	5	0	17	2	41	0	19	6	12

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	4	6	0	0	0	0	1	0	0	0	0
06:15 AM	0	0	5	0	0	0	8	2	0	0	0	0	0	0	1	0
06:30 AM	0	0	3	0	0	2	0	0	0	1	0	2	0	0	0	0
06:45 AM	0	0	8	0	0	1	1	0	0	0	0	4	0	0	0	1
07:00 AM	0	1	5	0	0	0	3	0	0	2	0	3	0	0	0	1
07:15 AM	0	0	4	0	0	3	4	0	0	2	0	6	0	0	0	0
07:30 AM	0	0	6	0	0	2	2	0	0	0	0	1	0	0	1	0
07:45 AM	0	0	2	0	0	2	2	0	0	1	0	2	0	0	0	0
08:00 AM	0	0	4	0	0	3	8	0	0	0	0	3	0	1	0	1
08:15 AM	0	0	1	0	0	3	1	0	0	0	0	2	0	0	0	0
08:30 AM	0	0	2	1	0	1	4	2	0	0	0	4	0	0	0	0
08:45 AM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	0	0	1	2	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
04:30 PM	0	2	3	0	0	1	0	2	0	0	0	0	0	0	1	0
04:45 PM	0	0	3	0	0	1	2	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	3	0	2	2	0	0	0	0	3	0	0	0	0
05:45 PM	0	0	1	1	0	6	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0
06:30 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
06:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	47	78	0	0	154	22	0	47	0	37	0	0	0	0
06:15 AM	0	0	99	80	0	0	173	68	0	65	0	44	0	0	0	0
06:30 AM	0	0	143	100	0	0	269	78	0	84	0	59	0	0	0	0
06:45 AM	0	0	193	122	0	0	286	84	0	92	0	73	0	0	0	0
07:00 AM	0	0	168	157	0	0	256	97	0	82	0	58	0	0	0	0
07:15 AM	0	0	215	215	0	0	346	120	0	94	0	65	0	0	0	0
07:30 AM	0	0	240	142	0	0	386	97	0	73	0	68	0	0	0	0
07:45 AM	0	0	258	165	0	0	358	112	0	75	0	43	0	0	0	0
08:00 AM	0	0	233	171	0	0	351	93	0	59	0	61	0	0	0	0
08:15 AM	0	0	210	155	0	0	334	70	0	80	0	41	0	0	0	0
08:30 AM	0	0	231	140	0	0	320	80	0	75	0	45	0	0	0	0
08:45 AM	0	0	176	123	0	0	316	65	0	61	0	43	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	233	84	0	0	385	82	0	81	0	58	0	0	0	0
04:15 PM	0	0	272	123	0	0	430	73	0	107	0	47	0	0	0	0
04:30 PM	0	0	280	80	0	0	447	87	0	101	0	49	0	0	0	0
04:45 PM	0	0	287	79	0	0	380	79	0	105	0	32	0	0	0	0
05:00 PM	0	0	256	112	0	0	401	90	0	115	0	55	0	0	0	0
05:15 PM	0	0	243	71	0	0	429	87	0	107	0	56	0	0	0	0
05:30 PM	0	0	273	82	0	0	404	67	0	105	0	53	0	0	0	0
05:45 PM	0	0	288	66	0	0	386	74	0	87	0	41	0	0	0	0
06:00 PM	0	0	278	84	0	0	395	76	0	122	0	31	0	0	0	0
06:15 PM	0	0	235	88	0	0	382	46	0	118	0	30	0	0	0	0
06:30 PM	0	0	244	70	0	0	343	69	0	104	0	34	0	0	0	0
06:45 PM	0	0	220	86	0	0	353	74	0	83	0	48	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	1	0	0	1	1	0	5	0	3	0	0	0	0
06:15 AM	0	0	3	1	0	0	0	0	0	4	0	5	0	0	0	0
06:30 AM	0	0	3	1	0	0	0	0	0	3	0	7	0	0	0	0
06:45 AM	0	0	4	1	0	0	0	0	0	6	0	1	0	0	0	0
07:00 AM	0	0	6	1	0	0	0	0	0	3	0	3	0	0	0	0
07:15 AM	0	0	5	0	0	0	6	0	0	2	0	2	0	0	0	0
07:30 AM	0	0	6	3	0	0	0	0	0	3	0	1	0	0	0	0
07:45 AM	0	0	8	1	0	0	0	0	0	4	0	2	0	0	0	0
08:00 AM	0	0	5	1	0	0	2	0	0	6	0	3	0	0	0	0
08:15 AM	0	0	1	1	0	0	8	3	0	2	0	3	0	0	0	0
08:30 AM	0	0	5	2	0	0	7	2	0	3	0	1	0	0	0	0
08:45 AM	0	0	6	2	0	0	11	2	0	5	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	2	1	0	0	4	0	0	0	0	4	0	0	0	0
04:15 PM	0	0	2	0	0	0	12	0	0	2	0	1	0	0	0	0
04:30 PM	0	0	3	2	0	0	5	0	0	2	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	1	0	0	2	0	2	0	0	0	0
05:00 PM	0	0	2	3	0	0	1	0	0	0	0	1	0	0	0	0
05:15 PM	0	0	3	1	0	0	0	0	0	2	0	1	0	0	0	0
05:30 PM	0	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0
05:45 PM	0	0	3	1	0	0	1	1	0	2	0	1	0	0	0	0
06:00 PM	0	0	0	0	0	0	7	1	0	1	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	5	1	0	1	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	69	60	0	0	143	34	0	43	0	31	0	0	0	0
06:15 AM	0	0	110	87	0	0	188	53	0	59	0	37	0	0	0	0
06:30 AM	0	0	119	106	0	0	335	86	0	67	0	70	0	0	0	0
06:45 AM	0	0	125	122	0	0	330	93	0	92	0	55	0	0	0	0
07:00 AM	0	0	183	167	0	0	386	91	0	75	0	37	0	0	0	0
07:15 AM	0	0	207	175	0	0	398	88	0	79	0	48	0	0	0	0
07:30 AM	0	0	268	200	0	0	435	119	0	71	0	49	0	0	0	0
07:45 AM	0	0	271	136	0	0	403	98	0	81	0	40	0	0	0	0
08:00 AM	0	0	217	160	0	0	366	82	0	66	0	50	0	0	0	0
08:15 AM	0	0	215	133	0	0	337	88	0	65	0	43	0	0	0	0
08:30 AM	0	0	224	133	0	0	306	89	0	76	0	47	0	0	0	0
08:45 AM	0	0	211	135	0	0	330	64	0	65	0	40	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	281	84	0	0	392	61	0	97	0	50	0	0	0	0
04:15 PM	0	0	271	110	0	0	416	74	0	104	0	86	0	0	0	0
04:30 PM	0	0	316	81	0	0	436	109	0	122	0	63	0	0	0	0
04:45 PM	0	0	234	81	0	0	391	74	0	101	0	55	0	0	0	0
05:00 PM	0	0	260	119	0	0	377	87	0	100	0	47	0	0	0	0
05:15 PM	0	0	330	80	0	0	389	71	0	100	0	43	0	0	0	0
05:30 PM	0	0	241	68	0	0	391	73	0	94	0	40	0	0	0	0
05:45 PM	0	0	314	93	0	0	397	61	0	92	0	46	0	0	0	0
06:00 PM	0	0	248	91	0	0	431	53	0	115	0	55	0	0	0	0
06:15 PM	0	0	232	106	0	0	405	70	0	103	0	46	0	0	0	0
06:30 PM	0	0	285	83	0	0	420	68	0	97	0	29	0	0	0	0
06:45 PM	0	0	347	115	0	0	339	63	0	102	0	62	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	3	0	0	7	0	3	0	0	0	0
06:15 AM	0	0	4	1	0	0	1	0	0	3	0	0	0	0	0	0
06:30 AM	0	0	2	3	0	0	3	0	0	1	0	6	0	0	0	0
06:45 AM	0	0	4	0	0	0	5	2	0	8	0	3	0	0	0	0
07:00 AM	0	0	5	2	0	0	7	1	0	4	0	3	0	0	0	0
07:15 AM	0	0	2	6	0	0	6	1	0	2	0	1	0	0	0	0
07:30 AM	0	0	5	1	0	0	7	1	0	2	0	1	0	0	0	0
07:45 AM	0	0	6	2	0	0	11	1	0	6	0	4	0	0	0	0
08:00 AM	0	0	10	0	0	0	11	2	0	0	0	2	0	0	0	0
08:15 AM	0	0	5	3	0	0	3	0	0	5	0	1	0	0	0	0
08:30 AM	0	0	8	0	0	0	9	1	0	4	0	2	0	0	0	0
08:45 AM	0	0	5	1	0	0	5	0	0	3	0	2	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	11	0	0	3	0	4	0	0	0	0
04:15 PM	0	0	2	0	0	0	7	0	0	5	0	0	0	0	0	0
04:30 PM	0	0	1	2	0	0	6	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	8	2	0	1	0	1	0	0	0	0
05:00 PM	0	0	3	1	0	0	4	0	0	2	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	3	1	0	2	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0
06:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	1	2	0	0	4	2	0	0	0	1	0	0	0	0
06:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	80	86	0	0	181	27	0	35	0	27	0	0	0	0
06:15 AM	0	0	90	89	0	0	228	66	0	66	0	52	0	0	0	0
06:30 AM	0	0	144	127	0	0	355	86	0	59	0	45	0	0	0	0
06:45 AM	0	0	155	121	0	0	335	80	0	80	0	65	0	0	0	0
07:00 AM	0	0	195	168	0	0	353	80	0	70	0	59	0	0	0	0
07:15 AM	0	0	237	228	0	0	364	91	0	59	0	50	0	0	0	0
07:30 AM	0	0	240	200	0	0	405	111	0	61	0	29	0	0	0	0
07:45 AM	0	0	211	194	0	0	373	106	0	84	0	63	0	0	0	0
08:00 AM	0	0	221	208	0	0	350	80	0	63	0	51	0	0	0	0
08:15 AM	0	0	197	169	0	0	346	82	0	65	0	29	0	0	0	0
08:30 AM	0	0	241	135	0	0	328	80	0	52	0	27	0	0	0	0
08:45 AM	0	0	206	140	0	0	331	65	0	58	0	41	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	231	61	0	0	407	72	0	83	0	55	0	0	0	0
04:15 PM	0	0	210	115	0	0	457	68	0	84	0	56	0	0	0	0
04:30 PM	0	0	266	78	0	0	485	76	0	82	0	49	0	0	0	0
04:45 PM	0	0	270	92	0	0	381	71	0	88	0	54	0	0	0	0
05:00 PM	0	0	246	96	0	0	416	74	0	76	0	30	0	0	0	0
05:15 PM	0	0	230	58	0	0	394	67	0	66	0	27	0	0	0	0
05:30 PM	0	0	244	90	0	0	403	57	0	80	0	29	0	0	0	0
05:45 PM	0	0	352	59	0	0	398	48	0	79	0	54	0	0	0	0
06:00 PM	0	0	237	77	0	0	396	63	0	83	0	44	0	0	0	0
06:15 PM	0	0	212	100	0	0	415	47	0	112	0	49	0	0	0	0
06:30 PM	0	0	299	70	0	0	391	59	0	112	0	56	0	0	0	0
06:45 PM	0	0	264	82	0	0	393	72	0	99	0	77	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	1	0	0	2	0	0	1	0	4	0	0	0	0
06:15 AM	0	0	4	2	0	0	1	0	0	2	0	2	0	0	0	0
06:30 AM	0	0	3	4	0	0	1	0	0	3	0	3	0	0	0	0
06:45 AM	0	0	6	2	0	0	6	0	0	6	0	6	0	0	0	0
07:00 AM	0	0	3	4	0	0	10	0	0	5	0	3	0	0	0	0
07:15 AM	0	0	4	4	0	0	5	1	0	5	0	3	0	0	0	0
07:30 AM	0	0	1	3	0	0	4	1	0	2	0	5	0	0	0	0
07:45 AM	0	0	6	6	0	0	2	0	0	1	0	1	0	0	0	0
08:00 AM	0	0	5	2	0	0	0	0	0	2	0	2	0	0	0	0
08:15 AM	0	0	6	1	0	0	2	1	0	1	0	1	0	0	0	0
08:30 AM	0	0	2	3	0	0	3	0	0	1	0	1	0	0	0	0
08:45 AM	0	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	2	1	0	0	7	0	0	2	0	1	0	0	0	0
04:15 PM	0	0	3	1	0	0	5	0	0	10	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	3	0	0	3	0	1	0	0	0	0
04:45 PM	0	0	2	0	0	0	0	0	0	1	0	3	0	0	0	0
05:00 PM	0	0	4	0	0	0	7	0	0	0	0	1	0	0	0	0
05:15 PM	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0
06:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0
06:30 PM	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	104	88	0	0	130	78	0	0	0	0	0	28	0	57
06:15 AM	0	0	131	140	0	0	152	94	0	0	0	0	0	59	0	71
06:30 AM	0	0	167	170	0	0	235	128	0	0	0	0	0	88	0	96
06:45 AM	0	0	241	174	0	0	247	140	0	0	0	0	0	89	0	82
07:00 AM	0	0	260	168	0	0	241	131	0	0	0	0	0	75	0	102
07:15 AM	0	0	345	185	0	0	285	160	0	0	0	0	0	91	0	86
07:30 AM	0	0	323	184	0	0	285	188	0	0	0	0	0	81	0	79
07:45 AM	0	0	349	202	0	0	282	168	0	0	0	0	0	86	0	123
08:00 AM	0	0	328	165	0	0	278	148	0	0	0	0	0	80	0	72
08:15 AM	0	0	268	164	0	0	308	136	0	0	0	0	0	113	0	123
08:30 AM	0	0	277	143	0	0	273	141	0	0	0	0	0	109	0	83
08:45 AM	0	0	175	130	0	0	267	117	0	0	0	0	0	135	0	72
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	180	145	0	0	320	169	0	0	0	0	0	149	0	105
04:15 PM	0	0	266	126	0	0	401	153	0	0	0	0	0	144	0	144
04:30 PM	0	0	271	151	0	0	413	152	0	0	0	0	0	103	0	142
04:45 PM	0	0	277	109	0	0	399	104	0	0	0	0	0	103	0	151
05:00 PM	0	0	275	117	0	0	358	158	0	0	0	0	0	66	0	145
05:15 PM	0	0	266	122	0	0	404	117	0	0	0	0	0	83	0	126
05:30 PM	0	0	265	116	0	0	389	116	0	0	0	0	0	78	0	145
05:45 PM	0	0	237	93	0	0	334	127	0	0	0	0	0	57	0	168
06:00 PM	0	0	314	119	0	0	354	128	0	0	0	0	0	55	0	159
06:15 PM	0	0	277	92	0	0	375	111	0	0	0	0	0	77	0	143
06:30 PM	0	0	267	110	0	0	323	121	0	0	0	0	0	63	0	138
06:45 PM	0	0	242	121	0	0	314	100	0	0	0	0	0	55	0	129

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	8	1	0	0	0	0	0	1	0	2
06:15 AM	0	0	7	6	0	0	6	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	3	4	0	0	6	1	0	0	0	0	0	0	0	1
06:45 AM	0	0	7	1	0	0	3	2	0	0	0	0	0	2	0	0
07:00 AM	0	0	3	3	0	0	11	2	0	0	0	0	0	3	0	3
07:15 AM	0	0	8	2	0	0	8	1	0	0	0	0	0	1	0	3
07:30 AM	0	0	5	2	0	0	7	5	0	0	0	0	0	1	0	3
07:45 AM	0	0	5	1	0	0	5	4	0	0	0	0	0	2	0	1
08:00 AM	0	0	3	2	0	0	13	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	7	6	0	0	11	2	0	0	0	0	0	0	0	3
08:30 AM	0	0	8	8	0	0	10	1	0	0	0	0	0	0	0	3
08:45 AM	0	0	6	1	0	0	12	0	0	0	0	0	0	4	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	3	0	0	7	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	4	2	0	0	13	2	0	0	0	0	0	0	0	0
04:30 PM	0	0	4	1	0	0	4	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	5	2	0	0	6	1	0	0	0	0	0	1	0	2
05:00 PM	0	0	2	0	0	0	6	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	4	1	0	0	5	0	0	0	0	0	0	2	0	1
05:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	2
05:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	2	0	2
06:00 PM	0	0	1	1	0	0	4	1	0	0	0	0	0	1	0	3
06:15 PM	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	124	0	0	137	79	0	0	0	0	0	26	0	61
06:15 AM	0	0	129	143	0	0	182	113	0	0	0	0	0	63	0	75
06:30 AM	0	0	147	169	0	0	179	126	0	0	0	0	0	92	0	119
06:45 AM	0	0	165	173	0	0	214	243	0	0	0	0	0	97	0	92
07:00 AM	0	0	266	141	0	0	243	219	0	0	0	0	0	95	0	106
07:15 AM	0	0	283	163	0	0	266	182	0	0	0	0	0	117	0	98
07:30 AM	0	0	380	207	0	0	327	143	0	0	0	0	0	92	0	71
07:45 AM	0	0	292	210	0	0	292	168	0	0	0	0	0	85	0	100
08:00 AM	0	0	330	160	0	0	306	125	0	0	0	0	0	84	0	107
08:15 AM	0	0	281	175	0	0	281	139	0	0	0	0	0	79	0	94
08:30 AM	0	0	290	167	0	0	272	130	0	0	0	0	0	62	0	118
08:45 AM	0	0	271	130	0	0	257	148	0	0	0	0	0	77	0	72
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	255	131	0	0	346	155	0	0	0	0	0	104	0	160
04:15 PM	0	0	284	138	0	0	380	173	0	0	0	0	0	102	0	171
04:30 PM	0	0	305	123	0	0	392	191	0	0	0	0	0	90	0	149
04:45 PM	0	0	218	118	0	0	293	194	0	0	0	0	0	120	0	156
05:00 PM	0	0	280	117	0	0	316	195	0	0	0	0	0	116	0	210
05:15 PM	0	0	331	125	0	0	271	221	0	0	0	0	0	100	0	165
05:30 PM	0	0	243	135	0	0	305	201	0	0	0	0	0	97	0	157
05:45 PM	0	0	308	94	0	0	311	187	0	0	0	0	0	105	0	186
06:00 PM	1	0	235	106	0	0	284	215	0	0	0	0	0	128	0	176
06:15 PM	0	0	278	97	0	0	355	191	0	0	0	0	0	79	0	131
06:30 PM	0	0	268	107	0	0	326	199	0	0	0	0	0	119	0	147
06:45 PM	0	0	327	105	0	0	323	183	0	0	0	0	0	135	0	105

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	11	5	0	0	6	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	9	2	0	0	3	2	0	0	0	0	0	1	0	2
06:30 AM	0	0	6	3	0	0	5	1	0	0	0	0	0	1	0	3
06:45 AM	0	0	12	5	0	0	11	0	0	0	0	0	0	0	0	3
07:00 AM	0	0	3	2	0	0	9	2	0	0	0	0	0	1	0	2
07:15 AM	0	0	8	2	0	0	11	2	0	0	0	0	0	0	0	0
07:30 AM	0	0	10	4	0	0	6	3	0	0	0	0	0	0	0	1
07:45 AM	0	0	3	3	0	0	8	4	0	0	0	0	0	1	0	3
08:00 AM	0	0	13	2	0	0	7	2	0	0	0	0	0	2	0	4
08:15 AM	0	0	7	6	0	0	10	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	13	4	0	0	10	1	0	0	0	0	0	1	0	1
08:45 AM	0	0	8	2	0	0	5	2	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	2	0	0	9	4	0	0	0	0	0	0	0	2
04:15 PM	0	0	4	2	0	0	4	2	0	0	0	0	0	0	0	1
04:30 PM	0	0	4	0	0	0	5	1	0	0	0	0	0	0	0	2
04:45 PM	0	0	3	1	0	0	3	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	2	2	0	0	3	3	0	0	0	0	0	1	0	0
05:30 PM	0	0	3	1	0	0	6	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	3	0	0	0	4	1	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	1	0	0	1	1	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	137	114	0	0	119	72	0	0	0	0	0	23	0	38
06:15 AM	0	0	140	123	0	0	210	101	0	0	0	0	0	52	0	68
06:30 AM	1	0	215	172	0	0	239	137	0	0	0	0	0	65	0	69
06:45 AM	0	0	182	161	0	0	313	148	0	0	0	0	0	108	0	101
07:00 AM	0	0	248	186	0	0	279	148	0	0	0	0	0	76	0	100
07:15 AM	0	0	346	173	0	0	258	185	0	0	0	0	0	99	0	102
07:30 AM	0	0	387	209	0	0	300	187	0	0	0	0	0	101	0	124
07:45 AM	0	0	338	178	0	0	306	163	0	0	0	0	0	109	0	132
08:00 AM	0	0	345	165	0	0	282	151	0	0	0	0	0	85	0	121
08:15 AM	0	0	290	163	0	0	272	153	0	0	0	0	0	76	0	117
08:30 AM	0	0	310	147	0	0	264	124	0	0	0	0	0	84	0	99
08:45 AM	0	0	271	131	0	0	250	131	0	0	0	0	0	78	6	130
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	181	132	0	0	374	131	0	0	0	0	0	115	0	100
04:15 PM	0	0	222	126	0	0	429	105	0	0	0	0	0	102	0	150
04:30 PM	0	0	254	132	0	0	458	133	0	0	0	0	0	110	0	122
04:45 PM	0	0	282	133	0	0	384	115	0	0	0	0	0	106	0	131
05:00 PM	0	0	235	116	0	0	359	149	0	0	0	0	0	123	0	172
05:15 PM	0	0	191	122	0	0	335	143	0	0	0	0	0	112	0	150
05:30 PM	0	0	248	102	0	0	376	124	0	0	0	0	0	98	0	151
05:45 PM	0	0	308	100	0	0	362	132	0	0	0	0	0	105	0	175
06:00 PM	0	0	225	74	0	0	370	141	0	0	0	0	0	110	0	165
06:15 PM	0	0	218	123	0	0	427	104	0	0	0	0	0	109	0	141
06:30 PM	0	0	270	120	0	0	408	121	0	0	0	0	0	113	0	148
06:45 PM	0	0	248	96	0	0	399	126	0	0	0	0	0	111	0	123

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	1	0	0	2	2	0	0	0	0	0	2	0	0
06:15 AM	0	0	8	1	0	0	3	1	0	0	0	0	0	1	0	4
06:30 AM	0	0	11	1	0	0	3	2	0	0	0	0	0	0	0	6
06:45 AM	0	0	6	6	0	0	6	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	4	0	0	0	8	1	0	0	0	0	0	1	0	0
07:15 AM	0	0	3	1	0	0	10	4	0	0	0	0	0	1	0	2
07:30 AM	0	0	7	3	0	0	2	2	0	0	0	0	0	0	0	3
07:45 AM	0	0	11	2	0	0	6	3	0	0	0	0	0	2	0	1
08:00 AM	0	0	10	5	0	0	9	1	0	0	0	0	0	2	0	2
08:15 AM	0	0	3	2	0	0	9	0	0	0	0	0	0	1	0	5
08:30 AM	0	0	13	3	0	0	8	3	0	0	0	0	0	0	0	2
08:45 AM	0	0	7	5	0	0	8	0	0	0	0	0	0	3	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	4	0	0	0	13	0	0	0	0	0	0	1	0	3
04:15 PM	0	0	0	1	0	0	5	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	4
04:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	2	2	0	0	4	2	0	0	0	0	0	0	0	0
05:30 PM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0
06:00 PM	0	0	5	1	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	0
06:45 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ra
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0

04:45 PM	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0

ɯmp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p

I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Peds	Left	Thru	Right	Peds	Left	Thru	Right
0	0	0	0	2	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0

0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	4	19	158	0	0	0	163	8	0	0	0	0	0	37	0	13
06:15 AM	1	24	228	0	1	0	215	9	0	0	0	0	0	48	0	32
06:30 AM	2	9	296	0	4	0	286	9	0	0	0	0	0	42	0	36
06:45 AM	2	17	376	0	0	0	370	12	0	0	0	0	2	58	0	36
07:00 AM	0	11	386	0	1	0	352	14	0	0	0	0	1	71	0	44
07:15 AM	0	16	490	0	1	0	373	14	0	0	0	0	1	61	0	44
07:30 AM	0	13	521	0	1	0	370	13	0	0	0	0	0	49	0	27
07:45 AM	2	19	548	0	0	0	401	21	0	0	0	0	0	46	0	39
08:00 AM	1	26	491	0	0	0	394	15	0	0	0	0	0	23	0	17
08:15 AM	1	41	432	0	0	0	357	12	0	0	0	0	1	40	0	26
08:30 AM	0	24	427	0	0	0	339	17	0	0	0	0	0	41	0	31
08:45 AM	0	12	322	0	0	0	293	23	0	0	0	0	0	40	0	35
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	30	351	0	3	0	384	32	0	0	0	0	0	28	0	39
04:15 PM	0	43	392	0	0	0	493	18	0	0	0	0	0	26	0	31
04:30 PM	1	32	416	0	2	0	487	37	0	0	0	0	1	41	0	40
04:45 PM	0	59	387	0	0	0	491	40	0	0	0	0	0	42	0	44
05:00 PM	7	35	392	0	0	0	454	31	0	0	0	0	1	26	0	55
05:15 PM	8	33	386	0	0	0	461	35	0	0	0	0	0	42	0	40
05:30 PM	3	25	384	0	1	0	476	39	0	0	0	0	0	35	0	37
05:45 PM	1	26	337	0	0	0	464	38	0	0	0	0	0	29	0	44
06:00 PM	4	29	411	0	0	0	459	41	0	0	0	0	0	28	0	23
06:15 PM	0	31	384	0	0	0	461	46	0	0	0	0	0	24	0	25
06:30 PM	7	22	363	0	0	0	412	49	0	0	0	0	0	47	0	33
06:45 PM	3	18	358	0	0	0	416	46	0	0	0	0	6	44	0	31

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	7	0	0	0	5	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	1	0	4
07:00 AM	0	2	6	0	0	0	10	1	0	0	0	0	0	0	0	2
07:15 AM	0	0	9	0	0	0	9	2	0	0	0	0	0	0	0	1
07:30 AM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	7	0	0	0	4	1	0	0	0	0	0	0	0	2
08:00 AM	0	0	5	0	0	0	12	1	0	0	0	0	0	1	0	3
08:15 AM	0	1	7	0	0	0	9	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	0	0	0	8	0	0	0	0	0	0	2	0	1
04:15 PM	0	0	4	0	0	0	12	0	0	0	0	0	0	1	0	2
04:30 PM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	6	0	0	0	5	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	1
06:15 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	1	0	2
06:30 PM	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	14	189	0	0	0	180	7	0	0	0	0	0	39	0	19
06:15 AM	2	19	233	0	0	0	237	8	0	0	0	0	0	48	0	35
06:30 AM	4	12	273	0	0	0	268	17	0	0	0	0	0	49	0	42
06:45 AM	2	13	303	0	0	0	292	12	0	0	0	0	0	53	0	37
07:00 AM	2	12	368	0	0	0	319	16	0	0	0	0	0	57	0	36
07:15 AM	4	17	393	0	0	0	324	19	0	0	0	0	0	73	0	37
07:30 AM	1	14	561	0	0	0	357	24	0	0	0	0	0	53	0	29
07:45 AM	0	18	501	0	0	0	363	19	0	0	0	0	0	34	0	36
08:00 AM	2	21	465	0	0	0	373	13	0	0	0	0	0	37	0	20
08:15 AM	0	30	440	0	0	0	343	26	0	0	0	0	0	49	0	25
08:30 AM	0	18	461	0	0	0	367	11	0	0	0	0	0	47	0	26
08:45 AM	1	12	396	0	0	0	323	13	0	0	0	0	0	41	0	32
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	2	29	372	0	0	0	456	32	0	0	0	0	0	32	0	29
04:15 PM	4	41	406	0	0	0	497	28	0	0	0	0	0	34	0	26
04:30 PM	1	30	403	0	0	0	488	23	0	0	0	0	0	36	0	32
04:45 PM	6	48	349	0	0	0	460	27	0	0	0	0	0	33	0	39
05:00 PM	2	39	378	0	0	0	499	33	0	0	0	0	0	32	0	35
05:15 PM	0	37	432	0	0	0	458	38	0	0	0	0	0	40	0	34
05:30 PM	2	42	359	0	0	0	443	37	0	0	0	0	0	40	0	37
05:45 PM	3	38	373	0	0	0	477	39	0	0	0	0	0	36	0	33
06:00 PM	1	37	338	0	0	0	459	36	0	0	0	0	0	26	0	23
06:15 PM	0	42	358	0	0	0	477	41	0	0	0	0	0	33	0	22
06:30 PM	0	38	352	0	0	0	439	46	0	0	0	0	0	39	0	29
06:45 PM	0	35	404	0	0	0	432	42	0	0	0	0	0	37	0	25

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	1	0	1
06:15 AM	0	2	10	0	0	0	4	0	0	0	0	0	0	0	0	1
06:30 AM	0	1	7	0	0	0	3	0	0	0	0	0	0	1	0	0
06:45 AM	0	1	12	0	0	0	9	0	0	0	0	0	0	1	0	0
07:00 AM	1	3	4	0	0	0	10	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	8	0	0	0	10	0	0	0	0	0	0	1	0	0
07:30 AM	1	1	10	0	0	0	6	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	15	0	0	0	6	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	14	0	0	0	8	1	0	0	0	0	0	2	0	4
08:45 AM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	1	0	0	0	8	1	0	0	0	0	0	1	0	0
04:15 PM	0	1	4	0	0	0	5	1	0	0	0	0	0	0	0	0
04:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	8	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:45 PM	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:00 PM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	9	221	0	0	0	157	8	0	0	0	0	0	37	0	22
06:15 AM	0	15	235	0	0	0	252	9	0	0	0	0	0	42	0	29
06:30 AM	0	13	357	0	0	0	293	13	0	0	0	0	0	44	0	37
06:45 AM	0	16	341	0	0	0	384	9	0	0	0	0	0	46	0	34
07:00 AM	2	22	406	0	0	0	352	8	0	0	0	0	0	68	0	38
07:15 AM	2	23	473	0	0	0	336	12	0	0	0	0	0	79	0	33
07:30 AM	1	17	564	0	0	0	393	20	0	0	0	0	0	83	0	63
07:45 AM	2	22	510	0	0	0	415	19	0	0	0	0	0	70	0	39
08:00 AM	5	17	473	0	0	0	369	22	0	0	0	0	0	66	0	35
08:15 AM	2	19	447	0	0	0	348	21	0	0	0	0	0	55	0	36
08:30 AM	2	16	424	0	0	0	353	19	0	0	0	0	0	82	0	23
08:45 AM	0	14	392	0	0	0	371	17	0	0	0	0	0	43	0	42
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	9	32	301	0	0	0	431	30	0	0	0	0	0	43	0	17
04:15 PM	2	31	342	0	0	0	512	34	0	0	0	0	0	26	0	24
04:30 PM	0	20	365	0	0	0	511	33	0	0	0	0	0	41	0	39
04:45 PM	9	33	380	0	0	0	488	38	0	0	0	0	0	55	0	31
05:00 PM	5	36	346	0	0	0	479	37	0	0	0	0	0	39	0	22
05:15 PM	3	30	340	0	0	0	449	41	0	0	0	0	0	29	0	34
05:30 PM	2	35	339	0	0	0	490	39	0	0	0	0	0	50	0	25
05:45 PM	4	37	382	0	0	0	519	34	0	0	0	0	0	45	0	36
06:00 PM	6	32	272	0	0	0	511	39	0	0	0	0	0	41	0	43
06:15 PM	1	36	332	0	0	0	531	42	0	0	0	0	0	39	0	27
06:30 PM	2	44	360	0	0	0	487	39	0	0	0	0	0	49	0	35
06:45 PM	8	31	324	0	0	0	484	38	0	0	0	0	0	42	0	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	5	0	0	0	8	2	0	0	0	0	0	0	0	5
07:15 AM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	13	0	0	0	7	0	0	0	0	0	0	1	0	1
08:00 AM	0	0	12	0	0	0	7	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	4	0	0	0	9	0	0	0	0	0	0	1	0	3
08:30 AM	0	0	13	0	0	0	9	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	2	2	5	0	0	0	10	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0
04:30 PM	0	2	2	0	0	0	4	1	0	0	0	0	0	1	0	1
04:45 PM	0	0	3	0	0	0	4	2	0	0	0	0	0	1	0	1
05:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	3	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	1	1	1	0	0	0	2	0	0	0	0	0	0	1	0	0
06:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	1	2	4	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	156	3	4	4	174	0	0	11	0	15	0	0	0	0
06:15 AM	0	0	232	10	3	9	245	0	0	27	0	17	0	0	0	0
06:30 AM	0	0	254	6	9	18	312	0	0	34	0	39	0	0	0	0
06:45 AM	0	0	347	11	6	22	383	0	0	26	0	27	0	0	0	0
07:00 AM	0	0	334	19	14	18	336	0	0	56	0	50	0	0	0	0
07:15 AM	0	0	440	12	7	34	373	0	0	55	0	50	0	0	0	0
07:30 AM	0	0	455	24	3	24	348	0	0	70	0	52	0	0	0	0
07:45 AM	0	0	517	15	9	15	408	0	0	51	0	28	0	0	0	0
08:00 AM	0	0	468	13	12	19	370	0	0	20	0	13	0	0	0	0
08:15 AM	0	0	433	12	7	13	365	0	0	31	0	19	0	0	0	0
08:30 AM	0	0	417	6	3	11	329	0	0	36	0	16	0	0	0	0
08:45 AM	0	0	308	12	9	17	310	0	0	29	0	16	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	361	12	3	24	381	0	0	22	0	8	0	0	0	0
04:15 PM	0	0	414	19	14	49	459	0	0	20	0	15	0	0	0	0
04:30 PM	0	0	408	30	11	39	458	0	0	33	0	23	0	0	0	0
04:45 PM	0	0	422	24	14	28	489	0	0	28	0	13	0	0	0	0
05:00 PM	0	0	381	24	19	37	456	0	0	22	0	25	0	0	0	0
05:15 PM	0	0	364	30	10	0	445	0	0	34	0	26	0	0	0	0
05:30 PM	0	0	383	41	10	50	465	0	0	30	0	27	0	0	0	0
05:45 PM	0	0	325	20	18	57	460	0	0	31	0	17	0	0	0	0
06:00 PM	0	0	371	20	17	45	368	0	0	30	0	31	0	0	0	0
06:15 PM	0	0	363	39	29	61	449	0	0	35	0	26	0	0	0	0
06:30 PM	0	0	337	25	13	52	384	0	0	42	0	26	0	0	0	0
06:45 PM	0	0	331	21	13	33	379	0	0	29	0	20	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	2	10	0	0	1	0	1	0	0	0	0
06:15 AM	0	0	16	2	0	1	5	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	9	2	0	0	6	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	5	1	0	1	7	0	0	0	0	1	0	0	0	0
07:00 AM	0	0	8	0	0	1	7	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	12	1	0	6	10	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	12	0	0	2	9	0	0	3	0	0	0	0	0	0
07:45 AM	0	0	11	0	0	1	9	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	6	0	0	1	14	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	9	0	0	2	12	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	10	0	0	2	9	0	0	2	0	1	0	0	0	0
08:45 AM	0	0	6	1	0	1	15	0	0	0	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	0	0	9	10	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	5	1	0	1	14	0	0	1	0	1	0	0	0	0
04:30 PM	0	0	7	0	0	1	3	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	6	0	0	1	6	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	4	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	1	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	11	0	0	0	5	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	5	0	3	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	5	0	2	0	5	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	176	4	6	9	183	0	0	6	0	17	0	0	0	0
06:15 AM	0	0	229	8	8	9	252	0	0	24	0	17	0	0	0	0
06:30 AM	0	0	256	5	6	16	294	0	0	33	0	19	0	0	0	0
06:45 AM	0	0	278	9	2	33	293	0	0	30	0	29	0	0	0	0
07:00 AM	0	0	330	7	3	38	310	0	0	57	0	31	0	0	0	0
07:15 AM	0	0	356	13	6	26	330	0	0	42	0	38	0	0	0	0
07:30 AM	0	0	509	16	4	22	359	0	0	77	0	39	0	0	0	0
07:45 AM	0	0	456	22	5	13	376	0	0	42	0	45	0	0	0	0
08:00 AM	0	0	437	16	2	25	369	0	0	24	0	28	0	0	0	0
08:15 AM	0	0	434	20	5	10	353	0	0	36	0	21	0	0	0	0
08:30 AM	0	0	450	10	5	21	348	0	0	28	0	15	0	0	0	0
08:45 AM	0	0	387	8	7	11	327	0	0	24	0	13	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	377	21	11	43	449	0	0	31	0	19	0	0	0	0
04:15 PM	0	0	426	22	14	31	514	0	0	12	0	15	0	0	0	0
04:30 PM	0	0	402	22	16	47	473	0	0	29	0	22	0	0	0	0
04:45 PM	0	0	371	24	9	27	489	0	0	20	0	19	0	0	0	0
05:00 PM	0	0	375	35	13	81	459	0	0	37	0	21	0	0	0	0
05:15 PM	0	0	404	34	14	56	436	0	0	41	0	25	0	0	0	0
05:30 PM	0	0	362	40	11	58	450	0	0	34	0	22	0	0	0	0
05:45 PM	0	0	355	40	28	58	470	0	0	22	0	33	0	0	0	0
06:00 PM	0	0	336	49	17	73	437	0	0	36	0	21	0	0	0	0
06:15 PM	0	0	332	31	15	57	459	0	0	38	0	32	0	0	0	0
06:30 PM	0	0	329	35	21	51	419	0	0	45	0	27	0	0	0	0
06:45 PM	0	0	363	24	12	45	428	0	0	34	0	20	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	15	0	0	2	9	0	0	1	0	1	0	0	0	0
06:15 AM	0	0	13	1	0	0	5	0	0	1	0	0	0	0	0	0
06:30 AM	0	0	6	3	0	0	10	0	0	1	0	1	0	0	0	0
06:45 AM	0	0	7	1	0	1	7	0	0	0	0	1	0	0	0	0
07:00 AM	0	0	4	0	0	2	14	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	8	1	0	3	7	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	9	0	0	4	8	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	10	0	0	2	5	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	10	0	0	1	15	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	11	0	0	1	9	0	0	1	0	1	0	0	0	0
08:30 AM	0	0	9	1	0	1	7	0	0	1	0	2	0	0	0	0
08:45 AM	0	0	9	0	0	1	5	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	7	0	0	2	7	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	6	1	0	0	9	0	0	2	0	0	0	0	0	0
04:30 PM	0	0	4	1	0	9	6	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	8	0	0	0	5	0	0	1	0	1	0	0	0	0
05:00 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	4	0	0	0	2	0	0	1	0	0	0	0	0	0
06:00 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	5	0	2	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	14	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	10	0	0	0	6	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	13	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	9	0	1	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	197	1	2	8	168	0	0	17	0	23	0	0	0	0
06:15 AM	0	0	228	8	7	11	262	0	0	25	0	18	0	0	0	0
06:30 AM	0	0	321	14	5	14	309	0	0	27	0	29	0	0	0	0
06:45 AM	0	0	313	17	13	15	393	0	0	59	0	35	0	0	0	0
07:00 AM	0	0	352	13	7	24	341	0	0	55	0	53	0	0	0	0
07:15 AM	0	0	420	15	5	36	320	0	0	47	0	51	0	0	0	0
07:30 AM	0	0	478	20	4	20	414	0	0	65	0	69	0	0	0	0
07:45 AM	0	0	475	17	6	10	417	0	0	60	0	28	0	0	0	0
08:00 AM	0	0	440	14	8	23	375	0	0	28	0	26	0	0	0	0
08:15 AM	0	0	427	24	7	14	362	0	0	31	0	15	0	0	0	0
08:30 AM	0	0	393	16	5	16	349	0	0	33	0	29	0	0	0	0
08:45 AM	0	0	374	8	5	20	381	0	0	26	0	18	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	311	23	14	20	402	0	0	17	0	14	0	0	0	0
04:15 PM	0	0	344	14	7	29	476	0	0	18	0	12	0	0	0	0
04:30 PM	0	0	354	11	13	57	465	0	0	19	0	12	0	0	0	0
04:45 PM	0	0	388	27	6	43	453	0	0	29	0	14	0	0	0	0
05:00 PM	0	0	352	33	19	47	431	0	0	29	0	23	0	0	0	0
05:15 PM	0	0	338	31	14	64	401	0	0	36	0	23	0	0	0	0
05:30 PM	0	0	334	30	11	51	441	0	0	15	0	30	0	0	0	0
05:45 PM	0	0	367	38	11	50	486	0	0	36	0	25	0	0	0	0
06:00 PM	0	0	266	29	12	67	454	0	0	28	0	31	0	0	0	0
06:15 PM	0	0	336	44	14	58	472	0	0	26	0	21	0	0	0	0
06:30 PM	0	0	354	16	15	77	425	0	0	35	0	32	0	0	0	0
06:45 PM	0	0	323	42	16	42	451	0	0	31	0	25	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	1	4	0	0	0	0	1	0	0	0	0
06:15 AM	0	0	10	1	0	1	5	0	0	2	0	0	0	0	0	0
06:30 AM	0	0	8	2	0	1	8	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	10	0	0	3	10	0	0	0	0	2	0	0	0	0
07:00 AM	0	0	10	0	0	0	11	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	3	1	0	4	7	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	5	0	0	2	5	0	0	4	0	0	0	0	0	0
07:45 AM	0	0	10	0	0	0	3	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	16	0	0	2	8	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	10	0	0	0	15	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	13	1	0	2	7	0	0	3	0	1	0	0	0	0
08:45 AM	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	4	0	0	4	13	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	1	18	0	0	2	0	1	0	0	0	0
04:30 PM	0	0	2	2	0	1	12	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	5	0	0	1	0	1	0	0	0	0
06:15 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	2	0	0	0	8	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	15	37	7	0	2	130	3	0	11	4	1	0	3	13	26
06:15 AM	0	40	96	10	0	1	138	7	0	33	13	3	0	8	14	56
06:30 AM	0	52	107	12	0	2	197	8	0	60	33	4	0	10	26	74
06:45 AM	0	53	181	19	0	1	235	17	0	60	41	6	0	6	5	30
07:00 AM	0	34	158	15	0	0	220	6	0	57	26	7	0	8	48	48
07:15 AM	0	36	206	33	1	4	315	14	0	57	35	7	0	18	28	76
07:30 AM	0	60	243	29	1	7	337	7	0	52	46	10	0	13	48	59
07:45 AM	0	64	271	35	0	3	302	11	0	66	32	16	0	24	52	65
08:00 AM	0	48	249	26	1	16	297	18	0	43	43	8	0	37	41	75
08:15 AM	0	50	206	31	0	8	263	7	0	43	37	5	0	20	45	68
08:30 AM	0	37	188	27	1	5	283	7	0	41	27	13	0	16	39	45
08:45 AM	0	45	215	19	1	8	292	8	0	29	16	13	0	21	27	24
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	40	198	24	2	12	326	2	0	51	29	18	0	34	30	46
04:15 PM	0	46	227	16	1	12	350	7	0	52	44	10	0	27	48	66
04:30 PM	0	51	206	33	11	14	367	13	0	45	53	19	0	44	54	74
04:45 PM	0	63	250	31	7	12	332	18	0	48	28	13	0	42	56	50
05:00 PM	0	90	233	33	9	19	334	22	0	64	53	11	0	43	59	58
05:15 PM	0	55	297	27	2	13	361	25	0	48	46	16	0	39	52	54
05:30 PM	0	81	257	34	3	16	336	16	0	47	66	13	0	37	57	45
05:45 PM	0	54	167	29	7	5	315	15	0	54	61	19	0	29	70	44
06:00 PM	0	46	235	31	1	11	321	8	0	63	49	16	0	31	60	37
06:15 PM	0	58	192	39	3	15	305	12	0	35	51	22	0	25	45	44
06:30 PM	0	54	209	32	7	17	277	14	0	43	53	21	0	36	41	47
06:45 PM	0	56	238	22	2	8	311	18	0	27	47	16	0	32	38	48

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	4	3	1	0	0	5	0	0	0	0	0	0	0	0	4
06:15 AM	0	3	5	2	0	0	4	0	0	0	0	0	0	1	3	1
06:30 AM	0	1	7	1	0	0	5	0	0	0	1	0	0	0	1	0
06:45 AM	0	3	4	1	0	0	2	0	0	0	1	0	0	1	0	0
07:00 AM	0	2	5	0	0	0	3	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	3	1	0	0	13	1	0	1	0	0	0	0	1	3
07:30 AM	0	0	7	1	0	0	4	0	0	0	1	0	0	0	0	0
07:45 AM	0	3	6	0	0	0	9	0	0	1	3	0	0	0	1	0
08:00 AM	0	2	6	0	0	0	12	1	0	0	2	0	0	0	2	2
08:15 AM	0	1	5	3	0	0	10	0	0	1	0	0	0	0	5	7
08:30 AM	0	0	7	0	0	0	7	0	0	0	1	0	0	1	0	2
08:45 AM	0	1	7	3	0	0	18	1	0	2	0	0	0	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	4	2	0	3	5	0	0	5	0	3	0	0	0	1
04:15 PM	0	1	2	0	0	1	6	1	0	8	3	3	0	1	1	0
04:30 PM	0	0	4	0	0	0	2	0	0	1	1	0	0	0	0	1
04:45 PM	0	2	4	0	0	0	8	1	0	0	1	0	0	0	1	1
05:00 PM	0	1	2	0	0	0	5	0	0	0	1	0	0	0	2	5
05:15 PM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	1	0	0	0	1	0	0	0	2	0	0	1	1	1
05:45 PM	0	0	5	0	0	0	3	0	0	0	0	1	0	0	1	0
06:00 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	4	0	0	0	1	0	0	0	2	0
06:45 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	23	71	5	0	4	105	5	0	18	12	3	0	5	9	44
06:15 AM	0	67	73	14	0	3	134	9	0	43	27	4	0	0	12	53
06:30 AM	0	65	116	8	0	2	248	15	0	43	31	5	0	15	15	70
06:45 AM	0	101	123	19	0	1	263	10	0	44	39	12	0	0	30	81
07:00 AM	0	47	153	26	0	2	294	9	0	47	34	5	0	12	41	98
07:15 AM	0	59	183	24	0	2	299	5	0	49	33	9	0	0	48	93
07:30 AM	0	65	237	17	0	9	334	4	0	46	43	11	0	15	60	119
07:45 AM	0	68	227	24	1	5	327	7	0	46	37	7	0	0	53	87
08:00 AM	0	49	203	11	2	10	297	9	0	33	24	2	0	27	46	81
08:15 AM	0	52	187	18	2	7	268	6	0	32	17	4	0	0	39	74
08:30 AM	0	28	222	11	5	2	242	5	0	37	16	1	0	25	31	53
08:45 AM	0	40	192	14	3	6	309	8	0	22	33	4	0	0	35	61
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	114	219	27	9	13	336	15	0	78	46	22	0	70	49	62
04:15 PM	0	119	228	34	7	5	362	19	0	64	89	7	0	0	52	65
04:30 PM	0	107	261	24	11	5	406	21	0	49	80	4	0	48	57	68
04:45 PM	0	122	171	31	8	8	369	19	0	52	66	18	0	0	51	63
05:00 PM	0	132	177	22	10	6	406	17	0	88	106	12	0	44	56	64
05:15 PM	0	87	256	47	3	9	379	21	0	59	88	21	0	0	58	63
05:30 PM	0	153	122	44	6	13	328	25	0	76	92	20	0	48	61	76
05:45 PM	0	121	230	27	2	13	318	23	0	58	82	25	0	0	73	72
06:00 PM	0	87	203	30	6	22	330	21	0	54	71	11	0	45	81	78
06:15 PM	0	119	154	27	5	10	308	22	0	59	92	26	0	0	76	69
06:30 PM	0	130	184	23	6	13	288	27	0	56	81	17	0	40	52	65
06:45 PM	0	134	261	27	2	8	237	19	0	91	106	13	0	0	61	59

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	4	2	0	0	3	0	0	0	0	0	0	0	4	2
06:15 AM	0	2	4	2	0	0	4	0	0	0	0	0	0	0	2	0
06:30 AM	0	5	6	0	0	0	6	0	0	0	1	0	0	0	1	0
06:45 AM	0	3	4	1	0	0	3	0	0	0	2	0	0	0	3	2
07:00 AM	0	1	4	1	0	0	9	0	0	3	0	0	0	0	2	2
07:15 AM	0	0	6	0	0	0	5	0	0	1	1	0	0	0	1	3
07:30 AM	0	0	4	1	0	0	7	0	0	0	2	0	0	1	3	2
07:45 AM	0	4	4	0	0	0	8	0	0	0	1	0	0	0	3	5
08:00 AM	0	2	5	0	0	0	6	1	0	0	0	0	0	0	1	7
08:15 AM	0	4	5	0	0	0	6	0	0	0	2	0	0	1	2	4
08:30 AM	0	0	4	3	0	0	5	0	0	0	2	0	0	2	1	3
08:45 AM	0	0	9	1	0	0	2	0	0	3	1	0	0	1	2	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	5	2	0	0	14	0	0	8	2	4	0	0	1	1
04:15 PM	0	0	4	0	0	0	9	0	0	7	0	3	0	0	0	1
04:30 PM	0	0	3	1	0	0	5	0	0	2	1	0	0	0	1	0
04:45 PM	0	3	3	0	0	0	5	0	0	0	1	0	0	0	2	0
05:00 PM	0	0	1	0	0	0	5	0	0	0	1	0	0	0	1	0
05:15 PM	0	1	1	0	0	0	3	0	0	0	0	0	0	0	3	2
05:30 PM	0	0	3	0	0	0	5	0	0	0	1	0	0	0	2	4
05:45 PM	0	0	3	0	0	0	2	0	0	0	1	0	0	0	2	3
06:00 PM	0	0	3	0	0	0	3	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	4	0	0	0	2	0	0	0	1	0	0	0	0	1
06:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	1
06:45 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0
06:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	35	73	6	0	2	119	6	0	33	26	1	0	4	11	53
06:15 AM	0	81	58	11	1	1	168	12	0	57	17	4	0	11	19	55
06:30 AM	0	120	64	15	2	2	275	15	0	66	69	7	0	18	21	58
06:45 AM	0	109	108	17	3	3	230	13	0	96	57	5	0	13	30	63
07:00 AM	0	79	166	20	1	1	250	9	0	77	59	9	0	13	35	76
07:15 AM	0	167	122	26	2	4	241	8	0	100	79	1	0	19	41	85
07:30 AM	0	145	130	21	4	6	285	7	0	104	92	8	1	26	55	83
07:45 AM	0	147	125	29	4	5	289	9	0	59	58	14	1	20	44	93
08:00 AM	0	107	162	21	1	9	224	10	0	116	50	12	0	15	42	55
08:15 AM	1	91	135	16	2	7	253	8	0	57	56	8	0	18	39	58
08:30 AM	0	140	134	15	4	6	262	4	0	39	44	10	2	21	35	62
08:45 AM	0	74	170	11	5	9	270	11	0	37	29	15	0	29	32	74
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	134	153	27	8	20	323	15	0	73	79	22	0	37	38	93
04:15 PM	9	137	80	70	2	23	353	21	4	75	72	24	2	42	57	88
04:30 PM	9	89	157	82	1	26	395	32	0	70	95	17	6	50	62	66
04:45 PM	0	127	190	26	2	19	338	30	0	66	91	24	2	42	63	61
05:00 PM	0	120	132	42	6	12	322	34	0	90	97	9	3	35	72	87
05:15 PM	0	66	188	27	5	15	298	29	0	103	58	22	0	39	81	81
05:30 PM	0	110	144	36	1	13	321	26	0	61	90	20	0	46	95	79
05:45 PM	0	122	245	45	2	13	309	25	0	92	107	24	0	41	74	75
06:00 PM	0	83	174	40	0	11	333	29	0	69	104	27	0	46	60	81
06:15 PM	0	97	154	28	1	16	344	30	0	67	94	28	1	42	59	83
06:30 PM	1	111	230	31	1	13	350	29	0	60	80	22	0	53	53	86
06:45 PM	0	140	194	25	0	15	344	28	0	63	80	19	0	49	48	77

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	7	1	0	0	4	0	0	0	0	0	0	0	4	2
06:15 AM	0	1	4	3	0	0	5	0	0	0	0	0	0	0	3	1
06:30 AM	0	0	2	1	0	0	5	0	0	3	1	0	0	0	1	1
06:45 AM	0	4	6	0	0	0	4	0	0	1	3	0	0	0	2	2
07:00 AM	0	0	6	0	0	0	6	0	0	1	0	1	0	0	1	2
07:15 AM	0	0	6	1	0	0	8	0	0	2	0	0	0	0	1	2
07:30 AM	0	2	7	1	0	0	10	0	0	2	2	0	0	0	1	1
07:45 AM	0	4	12	0	0	0	9	0	0	0	4	0	0	0	3	3
08:00 AM	0	6	7	0	0	0	9	2	0	2	0	0	0	1	2	6
08:15 AM	0	2	11	1	0	0	10	0	0	2	2	0	0	0	2	4
08:30 AM	0	0	12	0	0	0	15	0	0	0	0	1	0	1	2	2
08:45 AM	0	0	14	0	0	0	13	0	0	2	1	0	0	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	10	0	0	3	14	0	0	5	2	2	0	0	1	2
04:15 PM	0	2	6	1	0	0	5	0	0	6	0	1	0	0	2	1
04:30 PM	0	3	6	2	0	0	2	1	0	4	2	0	0	0	0	1
04:45 PM	0	1	6	0	0	0	3	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	5	0	0	0	2	0	0	1	3	1	0	0	0	4
05:15 PM	0	1	4	0	0	0	2	0	0	1	1	0	0	0	0	3
05:30 PM	0	0	2	0	0	0	1	0	0	1	2	0	0	1	1	1
05:45 PM	0	0	5	0	0	0	4	0	0	1	1	0	0	0	1	1
06:00 PM	0	0	6	1	0	0	7	0	0	0	2	0	0	0	0	0
06:15 PM	0	1	5	0	0	0	3	0	0	1	1	0	0	0	0	0
06:30 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	42	70	0	19	114	0	0	44	0	24	0	0	0	0
06:15 AM	0	0	71	88	0	36	165	0	0	74	0	30	0	0	0	0
06:30 AM	0	0	151	124	0	58	233	0	0	99	0	67	0	0	0	0
06:45 AM	0	0	177	110	0	72	246	0	0	150	0	51	0	0	0	0
07:00 AM	0	0	163	170	0	76	293	0	0	158	0	114	0	0	0	0
07:15 AM	0	0	227	193	0	69	364	0	0	122	0	111	0	0	0	0
07:30 AM	0	0	163	249	0	42	396	0	0	156	0	115	0	0	0	0
07:45 AM	0	0	238	190	0	62	366	0	0	132	0	85	0	0	0	0
08:00 AM	0	0	226	183	0	60	383	0	0	135	0	86	0	0	0	0
08:15 AM	0	0	197	221	0	66	337	0	0	128	0	93	0	0	0	0
08:30 AM	1	0	296	163	0	69	365	0	0	94	0	62	0	0	0	0
08:45 AM	0	0	216	194	0	46	304	0	0	129	0	115	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	224	119	0	83	337	0	0	128	0	118	0	0	0	0
04:15 PM	0	0	187	119	0	70	363	0	5	150	0	137	0	0	0	0
04:30 PM	0	0	197	148	0	44	275	0	0	119	0	124	0	0	0	0
04:45 PM	0	0	282	69	0	113	364	0	0	132	0	128	0	0	0	0
05:00 PM	0	0	167	179	0	51	284	0	2	163	0	111	0	0	0	0
05:15 PM	0	0	213	129	0	52	317	0	3	187	0	117	0	0	0	0
05:30 PM	0	0	221	144	0	62	303	0	5	133	0	139	0	0	0	0
05:45 PM	0	0	223	135	0	45	294	0	0	178	0	155	0	0	0	0
06:00 PM	0	0	309	109	0	67	339	0	0	160	0	135	0	0	0	0
06:15 PM	0	0	253	103	0	69	314	0	0	185	0	180	0	0	0	0
06:30 PM	0	0	164	140	0	80	278	0	0	182	0	169	0	0	0	0
06:45 PM	0	0	268	44	0	93	311	0	0	135	0	124	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	3	0	0	0	0	0	5	0	3	0	0	0	0
06:15 AM	0	0	0	4	0	1	5	0	0	8	0	1	0	0	0	0
06:30 AM	0	0	3	9	0	0	0	0	0	5	0	2	0	0	0	0
06:45 AM	0	0	11	11	0	0	3	0	0	4	0	0	0	0	0	0
07:00 AM	0	0	7	18	0	1	5	0	0	6	0	1	0	0	0	0
07:15 AM	0	0	1	7	0	4	8	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	1	5	0	2	9	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	2	8	0	5	12	0	0	4	0	1	0	0	0	0
08:00 AM	0	0	3	7	0	2	3	0	0	3	0	0	0	0	0	0
08:15 AM	0	0	2	10	0	2	9	0	0	1	0	1	0	0	0	0
08:30 AM	0	0	4	7	0	3	4	0	0	6	0	0	0	0	0	0
08:45 AM	0	0	3	9	0	3	4	0	0	2	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	6	0	5	4	0	0	3	0	2	0	0	0	0
04:15 PM	0	0	1	12	0	2	3	0	0	4	0	0	0	0	0	0
04:30 PM	0	0	2	12	0	3	5	0	0	6	0	2	0	0	0	0
04:45 PM	0	0	0	7	0	0	6	0	0	6	0	1	0	0	0	0
05:00 PM	0	0	2	6	0	0	4	0	0	3	0	0	0	0	0	0
05:15 PM	0	0	1	3	0	0	4	0	0	2	0	0	0	0	0	0
05:30 PM	0	0	0	2	0	1	6	0	0	4	0	0	0	0	0	0
05:45 PM	0	0	0	4	0	1	1	0	0	4	0	2	0	0	0	0
06:00 PM	0	0	2	6	0	0	5	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	2	2	0	1	3	0	0	2	0	1	0	0	0	0
06:30 PM	0	0	1	2	0	1	2	0	0	2	0	0	0	0	0	0
06:45 PM	0	0	1	5	0	2	1	0	0	6	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	63	60	0	35	97	0	0	56	0	39	0	0	0	0
06:15 AM	0	0	58	99	0	53	204	0	0	89	0	75	0	0	0	0
06:30 AM	0	0	190	74	0	101	231	0	0	113	0	78	0	0	0	0
06:45 AM	0	0	223	132	0	84	311	0	0	151	0	116	0	0	0	0
07:00 AM	0	0	145	158	0	90	213	0	0	160	0	150	0	0	0	0
07:15 AM	0	0	212	155	0	80	409	0	0	120	0	110	0	0	0	0
07:30 AM	0	0	157	220	0	85	475	0	0	125	0	99	0	0	0	0
07:45 AM	0	0	194	204	0	45	577	0	0	142	0	137	0	0	0	0
08:00 AM	0	0	206	181	0	60	502	0	0	99	0	83	0	0	0	0
08:15 AM	0	0	182	185	0	73	490	0	0	131	0	136	0	0	0	0
08:30 AM	0	0	224	170	0	75	441	0	0	113	0	83	0	0	0	0
08:45 AM	0	0	141	242	0	39	473	0	0	64	0	76	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	282	74	0	71	392	0	0	119	0	97	0	0	0	0
04:15 PM	0	0	231	108	0	53	431	0	0	129	0	88	0	0	0	0
04:30 PM	0	0	261	127	0	76	365	0	0	175	0	103	0	0	0	0
04:45 PM	0	0	227	113	0	59	397	0	0	127	0	84	0	0	0	0
05:00 PM	0	0	267	79	0	66	397	0	0	155	0	123	0	0	0	0
05:15 PM	0	0	287	100	0	72	389	0	0	162	0	140	0	0	0	0
05:30 PM	0	0	252	94	0	51	403	0	0	156	0	147	0	0	0	0
05:45 PM	0	0	180	144	0	50	420	0	0	142	0	135	0	0	0	0
06:00 PM	0	0	273	146	0	52	383	0	0	168	0	190	0	0	0	0
06:15 PM	0	0	252	110	0	72	406	0	0	119	0	113	0	0	0	0
06:30 PM	0	0	225	94	0	73	327	0	0	130	0	128	0	0	0	0
06:45 PM	0	0	253	57	0	81	394	0	0	145	0	118	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	4	0	0	3	0	0	1	0	2	0	0	0	0
06:15 AM	0	0	1	5	0	1	2	0	0	4	0	1	0	0	0	0
06:30 AM	0	0	2	4	0	0	2	0	0	6	0	1	0	0	0	0
06:45 AM	0	0	8	5	0	2	3	0	0	4	0	1	0	0	0	0
07:00 AM	0	0	1	4	0	1	11	0	0	2	0	1	0	0	0	0
07:15 AM	0	0	3	11	0	0	7	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	5	0	0	5	0	0	2	0	4	0	0	0	0
07:45 AM	0	0	2	8	0	2	7	0	0	1	0	1	0	0	0	0
08:00 AM	0	0	2	7	0	4	5	0	0	1	0	1	0	0	0	0
08:15 AM	0	0	2	1	0	0	5	0	0	3	0	3	0	0	0	0
08:30 AM	0	0	1	6	0	5	5	0	0	3	0	0	0	0	0	0
08:45 AM	0	0	3	10	0	1	3	0	0	2	0	3	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	5	0	3	0	0	0	3	0	0	0	0	0	0
04:15 PM	0	0	0	3	0	3	4	0	0	5	0	1	0	0	0	0
04:30 PM	0	0	3	5	0	0	1	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	0	9	0	1	6	0	0	7	0	0	0	0	0	0
05:00 PM	0	0	2	5	0	0	5	0	0	5	0	1	0	0	0	0
05:15 PM	0	0	0	3	0	0	6	0	0	4	0	1	0	0	0	0
05:30 PM	0	0	1	1	0	1	6	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	2	2	0	1	1	0	0	3	0	1	0	0	0	0
06:00 PM	0	0	0	3	0	0	6	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	0	4	0	1	4	0	0	1	0	1	0	0	0	0
06:30 PM	0	0	0	4	0	0	0	0	0	2	0	1	0	0	0	0
06:45 PM	0	0	1	5	0	1	1	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	78	44	0	30	109	0	0	70	0	42	0	0	0	0
06:15 AM	3	0	94	65	0	86	133	0	1	117	0	48	0	0	0	0
06:30 AM	0	0	150	110	0	68	258	0	0	87	0	34	0	0	0	0
06:45 AM	0	0	241	117	0	86	250	0	0	135	0	90	0	0	0	0
07:00 AM	0	0	177	190	0	77	295	0	0	152	0	119	0	0	0	0
07:15 AM	0	0	237	192	0	69	363	0	0	106	0	79	0	0	0	0
07:30 AM	0	0	186	217	0	84	328	0	0	148	0	99	0	0	0	0
07:45 AM	0	0	275	173	0	105	402	0	0	134	0	112	0	0	0	0
08:00 AM	0	0	199	254	0	24	289	0	0	139	0	86	0	0	0	0
08:15 AM	0	0	282	196	0	63	306	0	0	140	0	119	0	0	0	0
08:30 AM	0	0	261	166	0	80	390	0	0	84	0	68	0	0	0	0
08:45 AM	0	0	254	182	0	54	292	0	0	103	0	86	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	269	103	0	48	267	0	0	152	0	122	0	0	0	0
04:15 PM	0	0	249	115	0	47	260	0	0	128	0	141	0	0	0	0
04:30 PM	0	0	266	118	0	67	320	0	0	180	0	167	0	0	0	0
04:45 PM	0	0	264	83	0	68	334	0	0	138	0	145	0	0	0	0
05:00 PM	0	0	222	155	0	27	303	0	0	158	0	155	0	0	0	0
05:15 PM	0	0	278	114	0	44	335	0	0	150	0	143	0	0	0	0
05:30 PM	0	0	305	95	0	42	319	0	0	129	0	139	0	0	0	0
05:45 PM	0	0	237	142	0	50	289	0	0	118	0	157	0	0	0	0
06:00 PM	0	0	295	110	0	50	358	0	0	109	0	124	0	0	0	0
06:15 PM	0	0	302	122	0	67	294	0	0	135	0	130	0	0	0	0
06:30 PM	0	0	228	99	0	61	278	0	0	151	0	162	0	0	0	0
06:45 PM	0	0	278	56	0	91	313	0	0	137	0	128	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	2	0	0	0	0	0	3	0	1	0	0	0	0
06:15 AM	0	0	0	5	0	0	1	0	0	10	0	2	0	0	0	0
06:30 AM	0	0	2	6	0	1	2	0	0	6	0	1	0	0	0	0
06:45 AM	0	0	10	5	0	0	2	0	0	2	0	1	0	0	0	0
07:00 AM	0	0	2	12	0	1	5	0	0	7	0	0	0	0	0	0
07:15 AM	0	0	0	7	0	3	4	0	0	4	0	1	0	0	0	0
07:30 AM	0	0	4	4	0	0	2	0	0	5	0	0	0	0	0	0
07:45 AM	0	0	1	9	0	3	3	0	0	5	0	1	0	0	0	0
08:00 AM	0	0	1	10	0	1	4	0	0	3	0	0	0	0	0	0
08:15 AM	0	0	2	4	0	2	3	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	3	9	0	2	3	0	0	4	0	2	0	0	0	0
08:45 AM	0	0	3	7	0	1	2	0	0	0	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	6	0	1	1	0	0	5	0	1	0	0	0	0
04:15 PM	0	0	0	2	0	3	5	0	0	0	0	2	0	0	0	0
04:30 PM	0	0	4	4	0	3	5	0	0	2	0	2	0	0	0	0
04:45 PM	0	0	0	4	0	0	8	0	0	3	0	2	0	0	0	0
05:00 PM	0	0	1	5	0	0	3	0	0	1	0	2	0	0	0	0
05:15 PM	0	0	1	4	0	0	4	0	0	0	0	1	0	0	0	0
05:30 PM	0	0	0	4	0	0	3	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	2	0	2	4	0	0	1	0	1	0	0	0	0
06:00 PM	0	0	0	2	0	1	4	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	1	2	0	0	8	0	0	3	0	1	0	0	0	0
06:30 PM	0	0	1	2	0	3	2	0	0	3	0	1	0	0	0	0
06:45 PM	0	0	1	3	0	1	4	0	0	5	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	127	9	0	15	88	17	2	5	16	25	0	11	15	5
06:15 AM	0	10	187	6	0	14	144	14	0	4	31	27	0	12	15	7
06:30 AM	0	30	314	8	0	25	172	22	1	13	69	40	0	23	23	13
06:45 AM	0	16	372	11	0	35	227	18	2	16	55	48	0	34	38	10
07:00 AM	0	38	377	12	0	45	206	13	2	12	44	75	0	43	32	5
07:15 AM	0	33	454	5	0	45	245	22	4	28	137	117	0	53	79	27
07:30 AM	0	47	447	5	0	47	306	38	5	34	124	109	0	41	55	15
07:45 AM	0	49	435	7	0	48	263	15	4	37	134	83	0	71	135	33
08:00 AM	0	46	422	2	0	49	287	19	2	19	138	107	0	104	126	26
08:15 AM	0	50	398	5	0	57	265	21	2	24	135	88	0	61	100	21
08:30 AM	0	39	468	9	0	65	256	30	3	14	137	87	0	70	113	25
08:45 AM	0	62	415	12	0	62	236	18	3	25	142	90	0	66	103	27
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	69	339	22	0	59	396	18	4	20	112	40	0	59	137	51
04:15 PM	0	78	269	18	0	79	378	29	2	18	115	53	0	46	210	47
04:30 PM	0	64	281	22	0	66	340	42	3	21	136	43	0	55	161	56
04:45 PM	0	31	310	37	0	82	412	45	2	20	138	34	0	44	140	76
05:00 PM	0	55	271	19	0	84	309	52	5	40	155	57	0	61	236	64
05:15 PM	0	69	264	16	0	77	413	17	6	33	148	47	0	59	171	70
05:30 PM	0	75	304	25	0	85	352	35	4	25	124	63	0	44	205	70
05:45 PM	0	66	275	16	0	69	380	26	5	25	139	55	0	51	206	58
06:00 PM	0	52	347	16	0	77	385	33	3	30	123	48	0	46	133	58
06:15 PM	0	69	275	14	0	93	354	39	6	16	132	46	0	34	176	54
06:30 PM	0	33	225	12	0	80	383	28	6	32	139	37	0	53	137	34
06:45 PM	0	47	274	26	0	72	394	12	4	14	93	37	0	44	95	27

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	4	0	0	0	6	0	0	0	0	0	0	0	1	0
06:30 AM	0	0	7	0	0	1	1	0	0	0	0	2	0	0	3	0
06:45 AM	0	1	8	0	0	0	4	0	0	0	0	4	0	0	1	0
07:00 AM	0	0	12	0	0	0	6	1	0	2	0	3	0	0	1	1
07:15 AM	0	0	4	0	0	0	8	1	0	0	0	1	0	0	0	5
07:30 AM	0	1	7	0	0	1	3	2	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	1	5	0	0	0	0	1	0	1	2	1
08:00 AM	0	1	7	0	0	0	3	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	6	0	0	2	3	1	0	0	3	1	0	1	1	0
08:45 AM	0	0	6	0	0	0	5	0	0	3	0	2	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	11	1	0	1	5	1	0	2	1	0	0	0	0	1
04:15 PM	0	1	5	1	0	0	5	2	0	0	0	0	0	2	2	1
04:30 PM	0	2	11	2	0	0	4	0	0	0	0	1	0	1	1	0
04:45 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	2	1
05:00 PM	0	1	6	0	0	0	2	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	7	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	3	0	0	0	2	2	0	1	0	0	0	0	1	0
05:45 PM	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0
06:00 PM	0	0	4	0	0	0	3	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	2	0	0	0	3	0	0	1	2	0	0	0	1	1
06:30 PM	0	0	4	0	0	0	5	0	0	0	3	0	0	0	1	0
06:45 PM	0	3	3	0	0	0	3	0	0	0	0	0	0	0	2	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	11	118	5	0	14	77	15	3	4	24	33	0	14	19	1
06:15 AM	0	8	174	3	0	14	156	22	1	7	62	32	0	18	15	8
06:30 AM	0	20	270	8	1	23	179	25	0	15	70	56	0	43	24	8
06:45 AM	0	22	355	13	0	41	263	28	3	15	76	90	0	45	31	8
07:00 AM	0	35	289	14	0	71	205	29	4	20	118	102	0	43	42	12
07:15 AM	0	31	392	9	0	35	292	39	5	30	167	122	0	75	75	19
07:30 AM	0	44	360	10	0	63	293	27	4	35	122	120	0	93	78	30
07:45 AM	0	42	383	9	0	57	331	32	4	46	206	140	0	95	132	24
08:00 AM	0	53	387	7	0	49	316	28	7	56	181	146	0	102	96	36
08:15 AM	0	52	365	8	0	67	294	28	3	39	210	100	0	71	67	24
08:30 AM	0	43	384	7	0	62	267	28	3	37	185	162	0	104	113	23
08:45 AM	0	43	372	8	0	40	285	24	6	23	179	126	0	82	75	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	56	272	25	0	81	323	68	4	41	156	81	0	44	137	46
04:15 PM	0	77	266	26	0	92	296	77	6	47	175	88	0	48	213	42
04:30 PM	0	56	317	23	0	58	375	77	6	40	149	62	0	54	219	55
04:45 PM	0	62	275	32	0	134	341	53	4	41	209	54	0	54	183	66
05:00 PM	0	53	276	21	0	97	319	88	4	51	215	76	0	69	224	73
05:15 PM	0	88	307	30	0	114	336	116	3	49	154	90	0	76	180	65
05:30 PM	0	68	268	27	0	100	315	107	9	26	228	88	0	62	256	81
05:45 PM	0	60	280	25	0	105	328	71	5	57	216	62	0	65	213	79
06:00 PM	0	96	341	36	0	105	375	52	7	33	142	70	0	49	191	52
06:15 PM	0	60	300	40	1	94	338	58	3	35	208	51	0	64	191	74
06:30 PM	0	74	257	39	0	85	363	35	11	44	193	53	0	35	165	49
06:45 PM	0	37	303	31	0	48	394	46	4	29	158	52	0	33	104	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	1	1	0	0	5	0	0	0	0	1	0	0	0	0
06:15 AM	0	1	6	0	0	0	5	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	1	1	0	1	4	0	0	0	0	1	0	0	0	1
06:45 AM	0	0	10	0	0	0	4	0	0	0	0	3	0	0	1	0
07:00 AM	0	0	5	0	0	0	9	0	0	1	2	1	0	0	2	0
07:15 AM	0	0	4	0	0	1	4	3	0	0	1	1	0	0	1	1
07:30 AM	0	0	10	0	0	0	2	0	0	0	0	1	0	0	0	0
07:45 AM	0	3	7	0	0	2	4	0	0	1	0	0	0	0	2	0
08:00 AM	0	2	4	0	0	0	12	0	0	0	3	3	0	0	2	1
08:15 AM	0	0	7	1	0	0	3	0	0	0	2	0	0	0	0	0
08:30 AM	0	0	6	0	0	1	6	0	0	1	2	3	0	0	1	0
08:45 AM	0	0	7	0	0	2	8	1	0	0	2	0	0	0	1	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	9	0	0	0	8	1	0	1	1	0	0	0	1	0
04:15 PM	0	0	5	1	0	0	4	0	0	1	2	0	0	0	3	5
04:30 PM	0	2	1	0	0	0	5	0	0	0	0	1	0	5	1	0
04:45 PM	0	0	7	1	0	0	11	0	0	2	2	0	0	0	3	0
05:00 PM	0	0	3	0	0	0	6	0	0	0	4	1	0	0	1	0
05:15 PM	0	3	6	1	0	0	7	0	0	1	2	0	0	0	1	0
05:30 PM	0	0	3	0	0	1	3	1	0	0	0	0	0	0	0	0
05:45 PM	0	0	9	0	0	0	7	1	0	0	3	0	0	0	1	1
06:00 PM	0	0	4	0	0	0	3	0	0	0	2	1	0	0	0	1
06:15 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	3	0
06:30 PM	0	0	5	0	0	0	3	0	0	0	3	0	0	0	1	0
06:45 PM	0	0	3	0	0	1	4	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	16	111	6	0	6	92	13	1	7	42	39	0	15	9	6
06:15 AM	0	5	174	7	0	14	144	20	2	7	39	42	0	11	18	11
06:30 AM	0	20	259	5	0	25	188	37	4	8	85	77	0	39	26	9
06:45 AM	0	26	354	12	0	64	250	22	3	33	64	82	0	48	32	21
07:00 AM	0	43	275	21	0	58	250	39	1	19	132	107	0	47	50	14
07:15 AM	0	41	403	7	0	52	287	27	2	51	147	122	0	64	93	19
07:30 AM	0	58	386	8	0	78	302	55	6	27	172	154	0	39	140	24
07:45 AM	0	33	376	3	0	72	265	54	3	60	155	168	0	82	139	32
08:00 AM	0	52	427	8	0	63	273	29	5	45	206	113	0	96	101	26
08:15 AM	0	49	353	4	0	82	260	36	4	34	214	114	0	74	88	29
08:30 AM	0	57	381	8	0	83	281	58	8	29	180	160	0	108	97	33
08:45 AM	0	34	349	6	0	78	232	50	1	31	145	142	0	98	99	28
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	57	267	27	0	88	359	52	4	22	138	63	0	60	122	51
04:15 PM	0	41	258	26	0	82	350	58	6	26	194	53	0	77	146	57
04:30 PM	0	48	295	38	0	101	332	49	0	33	109	71	0	59	129	52
04:45 PM	0	43	236	25	0	111	311	104	2	26	182	92	0	51	218	63
05:00 PM	0	46	274	25	0	90	302	59	6	34	194	77	0	64	177	55
05:15 PM	0	51	357	26	0	103	339	67	8	42	215	54	0	57	223	90
05:30 PM	0	64	313	32	1	55	331	72	5	22	104	49	0	44	218	68
05:45 PM	0	46	322	33	0	52	354	55	3	17	74	26	0	52	178	67
06:00 PM	0	71	341	37	0	68	379	67	6	26	162	47	0	57	177	83
06:15 PM	0	47	287	31	0	57	375	49	4	22	135	68	0	52	141	67
06:30 PM	0	36	232	32	0	60	419	44	6	23	113	50	0	54	121	46
06:45 PM	0	43	301	35	0	27	404	77	6	20	147	48	0	28	104	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	3	0	0	1	9	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	2	0	0	0	10	0	0	0	1	0	0	0	0	1
06:30 AM	0	0	7	0	0	0	10	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	6	0	0	0	8	0	0	0	0	4	0	0	0	1
07:00 AM	0	0	8	0	0	0	5	2	0	0	3	2	0	0	1	0
07:15 AM	0	0	2	0	0	1	11	0	0	0	1	1	0	0	0	0
07:30 AM	0	1	6	0	0	1	3	1	0	0	0	0	0	0	0	0
07:45 AM	0	1	5	0	0	0	7	0	0	0	0	2	0	0	0	1
08:00 AM	0	1	4	0	0	1	6	0	0	0	0	1	0	0	1	0
08:15 AM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	2	1
08:30 AM	0	1	6	1	0	0	3	1	0	0	0	1	0	0	0	1
08:45 AM	0	0	5	0	0	1	10	1	0	1	1	1	0	0	1	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	8	1	0	1	6	0	0	2	1	2	0	0	1	1
04:15 PM	0	0	6	0	0	1	3	0	0	0	0	0	0	1	2	2
04:30 PM	0	0	7	2	0	0	4	0	0	0	1	0	0	2	1	0
04:45 PM	0	1	3	1	0	0	7	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	6	0	0	1	2	0	0	0	0	0	0	0	2	0
05:15 PM	0	1	6	1	0	3	4	0	0	0	3	0	0	0	0	1
05:30 PM	0	0	5	0	0	0	6	0	0	1	2	0	0	0	1	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	3	1
06:00 PM	0	0	5	0	0	2	4	0	0	0	1	0	0	0	1	1
06:15 PM	0	0	2	0	0	0	2	0	0	0	1	0	0	0	2	1
06:30 PM	0	1	4	0	0	1	2	0	0	0	0	1	0	0	0	0
06:45 PM	0	0	1	0	0	1	2	0	0	0	1	1	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	52	12	0	2	90	4	0	20	2	5	0	12	3	19
06:15 AM	0	9	84	12	0	7	131	3	0	42	7	4	0	5	5	27
06:30 AM	0	19	158	32	2	4	183	12	0	29	6	25	0	16	9	60
06:45 AM	0	12	182	24	0	15	213	9	0	50	17	17	0	17	13	49
07:00 AM	0	23	223	37	2	23	250	11	0	44	9	25	0	17	12	61
07:15 AM	0	16	270	59	1	30	282	17	0	49	25	25	0	41	54	98
07:30 AM	0	29	248	22	0	17	292	23	0	61	29	38	0	42	50	82
07:45 AM	0	46	262	22	0	34	305	20	0	49	24	36	0	47	56	58
08:00 AM	0	41	266	15	1	24	302	11	0	54	41	32	0	62	35	77
08:15 AM	0	52	236	22	2	19	288	16	0	42	37	25	1	62	17	57
08:30 AM	0	45	308	11	0	22	305	14	0	43	25	24	0	38	14	73
08:45 AM	0	52	285	13	0	11	241	24	0	40	36	38	0	39	12	55
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	39	276	26	0	38	293	15	0	43	14	21	0	31	35	43
04:15 PM	0	44	264	24	0	25	344	13	0	35	24	16	0	15	50	28
04:30 PM	0	46	250	45	0	34	256	27	0	35	13	31	1	39	43	59
04:45 PM	0	61	301	37	0	28	340	38	0	35	18	23	0	43	42	64
05:00 PM	0	44	224	29	2	41	234	19	0	38	24	24	1	47	74	87
05:15 PM	0	58	252	28	0	71	285	11	0	42	23	29	1	52	70	82
05:30 PM	0	59	287	31	2	51	270	21	0	32	27	18	1	57	95	60
05:45 PM	0	69	282	26	1	56	224	42	0	50	35	36	0	75	81	65
06:00 PM	0	59	366	14	1	57	295	38	0	40	20	21	1	48	56	65
06:15 PM	0	55	345	20	0	34	284	20	0	45	20	25	0	46	50	48
06:30 PM	0	42	291	21	0	20	253	22	0	40	24	25	0	49	59	50
06:45 PM	0	57	287	18	0	32	265	43	0	38	14	12	0	38	31	50

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0
06:30 AM	0	0	3	2	0	0	0	0	0	0	0	1	0	1	0	0
06:45 AM	0	1	1	4	0	1	0	1	0	1	1	0	0	1	2	0
07:00 AM	0	1	3	2	0	4	2	0	0	1	0	2	0	1	0	0
07:15 AM	0	0	1	0	0	1	3	0	0	1	1	0	0	2	0	0
07:30 AM	0	1	0	1	0	1	4	0	0	1	0	0	0	1	0	0
07:45 AM	0	1	1	0	0	0	9	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	3	0	0	0	2	0	0	1	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0
08:30 AM	0	0	3	1	0	0	4	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	2	1	0	0	3	1	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	1	0	1	3	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	1	0	0	5	1	0	0	0	0	0	0	0	1
04:30 PM	0	1	2	2	0	0	5	2	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	1	2	1	0	2	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	3	1	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
06:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	2	0	0	0	0	3	0	0	0	0
06:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	5	82	13	0	2	98	2	0	19	2	3	0	9	6	16
06:15 AM	0	8	113	10	0	7	181	6	0	33	8	7	0	10	13	28
06:30 AM	0	7	229	22	2	6	234	5	0	49	14	20	0	6	19	50
06:45 AM	0	16	285	26	0	9	260	8	0	47	17	15	0	16	23	67
07:00 AM	0	24	231	34	1	19	243	10	1	32	15	18	0	19	48	39
07:15 AM	0	21	245	47	0	22	344	10	0	47	29	31	1	38	63	81
07:30 AM	0	32	195	18	0	9	373	18	0	59	36	26	0	64	35	90
07:45 AM	0	48	258	17	0	15	472	16	1	47	30	29	0	38	53	49
08:00 AM	0	40	224	15	0	13	435	30	0	48	50	27	0	56	30	56
08:15 AM	0	41	251	17	0	27	424	14	1	43	35	29	0	41	17	75
08:30 AM	0	49	233	11	0	10	421	24	0	34	25	24	0	40	20	46
08:45 AM	0	65	141	11	0	19	387	28	0	38	30	42	0	26	26	59
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	47	284	23	0	12	389	18	0	39	17	11	0	18	35	21
04:15 PM	0	32	249	21	0	14	389	14	0	29	14	17	0	35	25	47
04:30 PM	0	43	277	29	1	27	339	17	3	41	22	30	0	35	52	53
04:45 PM	0	38	239	22	0	22	356	23	0	41	19	23	1	33	78	49
05:00 PM	0	44	305	21	1	38	334	13	0	29	21	15	0	18	68	81
05:15 PM	0	49	333	22	0	23	313	13	0	64	32	20	0	68	61	67
05:30 PM	0	39	313	23	0	37	307	26	0	36	26	22	0	41	57	101
05:45 PM	0	59	232	22	0	47	323	36	0	35	29	19	0	30	58	82
06:00 PM	0	63	372	18	0	38	312	43	0	44	28	19	0	33	56	70
06:15 PM	0	49	295	15	1	30	354	37	0	44	19	21	0	40	45	57
06:30 PM	0	48	274	21	0	34	303	28	1	33	23	26	0	32	34	48
06:45 PM	0	53	293	14	0	26	358	28	1	41	26	17	0	32	34	54

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	0	0	0	1	0	0	1	0	1	0	0	0	1
06:30 AM	0	0	2	2	0	0	3	1	0	0	0	1	0	1	0	0
06:45 AM	0	2	2	3	0	0	4	1	0	0	1	0	0	0	1	0
07:00 AM	0	0	0	1	0	1	5	0	0	6	0	0	0	1	0	0
07:15 AM	0	1	2	0	0	1	4	0	0	0	1	0	0	2	0	1
07:30 AM	0	0	6	1	0	0	4	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	3	0	0	2	4	1	0	0	0	0	0	0	0	0
08:00 AM	0	1	3	0	0	1	3	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	6	1	0	0	2	2	0	0	0	1	0	1	1	0
08:30 AM	0	0	0	1	0	1	5	1	0	1	0	1	0	0	0	1
08:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	1	1	1	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	1	3	0	0	1	0	0	0	0	1	1
04:30 PM	0	1	2	2	0	3	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1
05:00 PM	0	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	1	3	0	0	1	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0
06:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
06:45 PM	2	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	91	13	0	2	102	3	0	15	3	6	0	9	1	19
06:15 AM	0	7	122	9	2	3	132	5	0	49	4	9	0	12	5	31
06:30 AM	0	9	155	15	1	3	223	1	0	40	6	13	1	10	3	56
06:45 AM	0	16	278	25	0	13	221	12	0	44	17	21	0	14	17	51
07:00 AM	0	13	237	28	0	8	265	6	0	26	11	18	0	13	11	84
07:15 AM	0	18	243	43	0	13	282	10	0	61	18	24	0	46	45	80
07:30 AM	0	24	230	15	1	17	246	17	0	58	36	23	0	61	31	75
07:45 AM	0	34	316	17	1	20	325	15	0	62	30	34	0	89	50	106
08:00 AM	0	41	219	18	0	24	219	15	0	43	39	27	1	58	22	41
08:15 AM	0	50	316	14	0	21	281	18	0	31	24	14	0	81	34	43
08:30 AM	0	37	264	11	0	7	330	17	0	26	32	13	0	48	14	87
08:45 AM	0	51	262	7	0	14	251	36	0	32	31	26	0	44	26	47
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	23	322	22	0	14	286	21	0	30	12	18	0	37	13	28
04:15 PM	0	52	328	21	0	16	243	25	0	44	19	26	0	45	42	26
04:30 PM	0	49	341	16	1	17	316	14	0	25	19	24	0	37	25	40
04:45 PM	0	51	324	12	1	18	354	24	0	30	19	22	0	21	53	41
05:00 PM	0	36	319	9	1	54	243	19	0	29	30	11	0	65	43	89
05:15 PM	0	34	355	20	0	42	299	20	0	45	30	17	0	67	23	54
05:30 PM	0	63	350	20	1	49	311	46	0	40	33	24	0	90	49	21
05:45 PM	0	58	306	20	3	17	238	30	0	44	30	20	0	75	50	58
06:00 PM	0	71	330	8	0	30	290	12	0	32	20	21	0	60	41	75
06:15 PM	0	71	344	5	1	26	282	19	0	39	25	20	0	35	40	40
06:30 PM	0	55	309	15	0	28	253	39	0	31	20	16	0	26	33	48
06:45 PM	0	39	347	5	0	27	324	20	0	24	13	7	0	56	25	36

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0
06:30 AM	0	0	2	1	0	0	2	0	0	0	0	1	0	1	0	0
06:45 AM	0	2	2	4	0	0	1	1	0	0	1	0	0	0	1	0
07:00 AM	0	0	2	1	0	0	0	0	0	4	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	2	4	0	0	0	2	0	0	0	0	0
07:30 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	3	1	0	1	0	1	0	0	0	0
08:30 AM	0	0	3	1	0	2	0	0	0	0	0	1	0	1	0	0
08:45 AM	0	1	2	1	0	0	1	2	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	5	1	0	0	0	1	0	0	1	0
04:30 PM	0	1	4	2	0	0	0	0	0	0	0	2	0	0	0	0
04:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	2	1	1	0	1	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	2	0	0	1	0	1	0	0	0	0
05:45 PM	0	0	1	0	0	1	3	0	0	2	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	4	0	0	0	1	1	0	0	0	0
06:30 PM	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0
06:45 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	151	7	0	10	116	21	0	1	0	3	0	2	1	7
06:15 AM	0	12	208	11	0	4	173	35	0	0	0	4	0	3	0	2
06:30 AM	0	17	354	23	0	4	222	25	0	1	0	5	0	7	0	9
06:45 AM	0	25	409	40	1	23	287	48	0	1	0	4	0	7	0	5
07:00 AM	0	21	451	44	2	28	269	27	0	4	1	6	0	11	0	4
07:15 AM	0	33	552	61	0	17	308	28	0	6	0	18	0	3	1	5
07:30 AM	0	46	518	61	5	42	389	51	0	7	0	18	0	3	2	6
07:45 AM	0	66	484	70	9	79	324	73	0	6	1	21	0	6	3	11
08:00 AM	0	59	494	101	1	90	347	55	0	13	2	27	0	5	4	8
08:15 AM	0	45	462	52	1	82	335	48	0	13	2	28	0	4	0	6
08:30 AM	0	56	512	93	1	60	348	52	0	15	1	15	0	9	4	8
08:45 AM	0	33	478	81	1	47	301	60	0	16	1	23	0	5	1	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	14	427	15	0	24	427	13	0	50	4	61	0	26	3	25
04:15 PM	0	10	350	18	2	15	439	16	0	48	1	46	0	25	0	28
04:30 PM	0	12	367	20	1	25	388	16	0	53	1	87	0	22	1	28
04:45 PM	0	16	364	16	0	13	440	16	0	93	1	104	0	22	1	28
05:00 PM	0	19	368	17	2	27	353	15	0	81	3	121	0	22	2	30
05:15 PM	0	16	345	15	0	16	404	14	0	85	5	92	0	15	0	47
05:30 PM	0	9	408	13	1	26	368	20	0	98	4	72	0	16	0	29
05:45 PM	0	9	378	12	1	30	414	20	0	70	3	63	0	14	2	14
06:00 PM	0	11	446	11	0	23	442	9	0	62	2	65	0	13	1	15
06:15 PM	0	12	348	10	0	9	435	9	0	49	0	54	0	11	0	27
06:30 PM	0	7	306	4	0	9	459	10	0	36	3	30	0	9	1	21
06:45 PM	0	14	346	10	1	15	463	14	0	37	0	20	0	8	0	14

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	0	0	0	2	4	0	0	0	0	0	3	1	1
06:15 AM	0	2	1	0	0	0	11	10	0	0	0	1	0	2	0	2
06:30 AM	0	0	8	0	0	0	1	12	0	0	0	0	0	7	0	2
06:45 AM	0	3	12	0	0	0	4	5	0	0	0	0	0	6	0	1
07:00 AM	0	1	14	0	0	0	4	4	0	0	0	0	0	6	0	4
07:15 AM	0	0	7	0	0	0	9	1	0	0	0	0	0	5	0	2
07:30 AM	0	3	3	0	0	1	5	4	0	0	0	1	0	4	0	1
07:45 AM	0	3	4	1	0	0	4	4	0	0	0	0	0	4	0	2
08:00 AM	0	2	4	0	0	0	5	4	0	0	0	0	0	8	0	0
08:15 AM	0	1	7	0	0	0	5	2	0	0	0	0	0	5	0	0
08:30 AM	0	2	12	1	0	0	3	5	0	0	0	0	0	5	0	1
08:45 AM	0	2	2	0	0	0	2	6	0	0	0	0	0	4	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	4	10	1	0	1	5	3	0	1	0	0	0	3	0	0
04:15 PM	0	3	6	0	0	1	5	4	0	0	0	0	0	6	0	3
04:30 PM	0	2	7	1	0	0	6	3	0	0	0	1	0	3	0	2
04:45 PM	0	2	8	0	0	1	5	4	0	2	0	1	0	4	0	1
05:00 PM	0	3	4	0	0	0	1	5	0	0	0	1	0	3	0	1
05:15 PM	0	3	3	1	0	0	6	2	0	0	0	1	0	2	0	1
05:30 PM	0	1	2	0	0	1	3	1	0	1	0	1	0	5	0	2
05:45 PM	0	4	6	0	0	0	6	3	0	0	0	0	0	2	1	2
06:00 PM	0	3	3	0	0	0	3	3	0	0	0	0	0	5	0	1
06:15 PM	0	1	3	0	0	0	3	4	0	0	0	0	0	3	0	4
06:30 PM	0	1	3	0	0	0	1	3	0	0	0	0	0	3	0	1
06:45 PM	0	3	5	0	0	0	5	4	0	0	0	0	0	4	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	7	155	8	0	8	94	19	0	3	0	2	0	9	4	9
06:15 AM	0	14	211	8	0	7	187	36	0	0	1	3	0	13	2	2
06:30 AM	0	20	348	22	1	6	241	61	0	1	0	4	0	9	0	0
06:45 AM	0	24	449	28	2	45	362	65	0	0	0	3	0	5	0	4
07:00 AM	0	21	367	50	0	46	281	43	0	5	0	12	0	3	0	5
07:15 AM	0	33	526	50	2	48	369	42	0	8	0	22	0	0	1	2
07:30 AM	0	40	482	58	3	91	387	52	0	11	3	23	0	6	2	4
07:45 AM	0	69	489	85	1	82	431	39	0	12	1	22	0	9	3	12
08:00 AM	0	55	507	102	0	95	398	41	0	12	7	16	0	6	2	16
08:15 AM	0	67	432	64	1	102	378	39	0	10	3	36	0	5	4	11
08:30 AM	0	52	538	103	0	69	344	62	0	14	4	26	0	8	3	9
08:45 AM	0	35	502	77	0	43	349	48	0	15	0	13	0	3	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	11	375	17	7	14	444	11	0	50	1	57	0	29	4	19
04:15 PM	0	9	378	19	3	14	380	15	0	50	1	48	0	30	0	31
04:30 PM	0	8	418	15	4	16	460	16	0	62	1	83	0	22	0	31
04:45 PM	0	14	360	16	3	19	448	13	0	88	1	108	0	14	1	24
05:00 PM	0	22	407	13	4	25	388	19	0	95	3	131	0	19	2	33
05:15 PM	0	22	456	15	3	10	423	17	0	93	1	88	0	16	0	51
05:30 PM	0	10	413	10	1	17	375	19	0	109	2	72	0	16	0	32
05:45 PM	0	3	419	13	5	28	408	23	0	73	0	55	0	14	2	13
06:00 PM	0	10	468	10	3	19	475	9	0	52	2	79	0	14	0	21
06:15 PM	0	11	414	12	4	7	377	6	0	58	0	54	0	11	0	28
06:30 PM	0	6	345	5	3	4	431	8	0	34	4	41	0	8	0	25
06:45 PM	0	10	386	10	2	15	486	13	0	37	0	22	0	8	0	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	0	0	0	0	5	5	0	0	0	0	0	4	0	0
06:15 AM	0	1	4	0	0	0	3	5	0	0	0	0	0	4	0	1
06:30 AM	0	0	3	0	0	0	4	6	0	0	0	0	0	4	0	2
06:45 AM	0	4	8	0	0	0	3	7	0	0	0	0	0	4	0	1
07:00 AM	0	1	3	0	0	0	6	2	0	0	0	1	0	3	0	5
07:15 AM	0	0	13	0	0	0	5	2	0	0	0	0	0	10	0	4
07:30 AM	0	2	5	0	0	0	4	0	0	0	0	0	0	7	0	0
07:45 AM	0	2	7	1	0	0	8	4	0	0	0	1	0	4	0	2
08:00 AM	0	1	9	0	0	1	9	5	0	0	0	0	0	1	0	0
08:15 AM	0	2	5	0	0	1	11	3	0	0	0	0	0	3	0	2
08:30 AM	0	2	8	0	0	0	8	2	0	0	0	0	0	2	0	2
08:45 AM	0	1	5	0	0	1	4	1	0	2	0	2	0	2	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	5	8	1	0	0	6	2	0	1	0	0	0	2	0	0
04:15 PM	0	4	4	0	0	0	5	5	0	0	0	0	0	4	0	1
04:30 PM	0	0	5	1	0	0	6	1	0	0	0	0	0	4	0	2
04:45 PM	0	0	11	0	0	1	5	5	0	1	0	0	0	4	0	1
05:00 PM	0	4	4	0	0	0	1	5	0	0	0	1	0	3	0	2
05:15 PM	0	2	5	0	0	0	6	3	0	0	0	0	0	2	0	2
05:30 PM	0	1	2	0	0	1	1	0	0	0	0	0	0	4	0	1
05:45 PM	0	3	6	0	0	0	5	4	0	0	0	0	0	2	0	2
06:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	3	0	0
06:15 PM	0	1	3	0	0	0	1	4	0	0	0	0	0	3	0	5
06:30 PM	0	2	2	0	0	0	2	3	0	0	0	0	0	4	0	0
06:45 PM	0	5	5	0	0	0	5	2	0	0	0	0	0	3	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
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Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	12	161	6	0	9	126	31	0	1	0	4	0	3	0	9
06:15 AM	0	18	208	11	0	7	189	39	0	1	0	4	0	3	0	4
06:30 AM	0	21	352	17	1	10	232	56	0	1	0	5	0	8	0	6
06:45 AM	0	27	447	33	1	32	298	63	0	2	1	6	0	6	0	5
07:00 AM	0	25	470	34	1	33	321	58	0	3	1	7	0	5	1	4
07:15 AM	0	24	508	40	4	39	373	44	0	5	0	21	0	3	0	2
07:30 AM	0	34	479	66	3	55	396	49	0	13	1	26	0	2	2	3
07:45 AM	0	56	451	68	3	94	405	51	0	8	2	26	0	7	2	8
08:00 AM	0	49	472	81	7	85	343	49	0	17	2	29	0	3	2	6
08:15 AM	0	70	483	71	5	81	337	54	0	18	1	33	0	3	0	8
08:30 AM	0	48	435	72	5	52	392	52	0	14	0	40	0	4	1	10
08:45 AM	0	33	473	72	0	65	326	46	0	13	3	14	0	6	1	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	17	367	11	3	33	423	14	0	47	6	62	0	22	1	30
04:15 PM	0	10	359	15	1	16	436	15	0	43	0	42	0	18	0	24
04:30 PM	0	15	416	23	2	33	435	15	0	42	0	88	0	20	1	24
04:45 PM	0	18	368	15	0	6	401	18	0	94	0	95	0	29	0	30
05:00 PM	0	15	392	21	4	28	362	10	0	63	2	107	0	24	2	25
05:15 PM	0	8	401	13	3	22	390	9	0	74	9	93	0	13	0	41
05:30 PM	0	8	423	16	0	33	376	19	0	83	6	70	0	15	0	25
05:45 PM	0	15	365	11	5	31	411	15	0	65	6	69	0	14	2	15
06:00 PM	0	11	432	11	7	25	457	9	0	70	1	48	0	11	1	7
06:15 PM	0	12	395	7	1	11	439	12	0	38	0	51	0	11	0	25
06:30 PM	0	8	328	2	2	14	495	12	0	37	1	18	0	10	2	15
06:45 PM	0	18	370	10	3	14	497	14	0	35	0	16	0	7	0	17

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	0	0	0	8	7	0	0	0	0	0	3	0	3
06:15 AM	0	1	2	0	0	0	6	9	0	0	0	0	0	4	0	2
06:30 AM	0	1	11	1	0	0	6	8	0	0	0	0	0	2	0	3
06:45 AM	0	0	9	0	0	0	2	5	0	0	0	0	0	5	0	6
07:00 AM	0	1	11	0	0	0	6	4	0	0	0	0	0	7	0	1
07:15 AM	0	1	9	0	0	0	4	8	0	0	0	0	0	6	0	3
07:30 AM	0	4	4	0	0	0	3	3	0	0	0	0	0	1	0	3
07:45 AM	0	3	6	0	0	0	4	3	0	0	0	0	0	10	0	2
08:00 AM	0	3	5	0	0	0	6	2	0	0	0	0	0	2	0	0
08:15 AM	0	0	8	0	0	0	3	2	0	0	0	0	0	2	0	5
08:30 AM	0	0	8	1	0	0	5	4	0	0	0	0	0	1	0	0
08:45 AM	0	2	4	0	0	0	8	1	0	0	0	0	0	1	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	12	0	0	1	4	3	0	1	0	0	0	3	0	0
04:15 PM	0	1	7	0	0	2	4	3	0	0	0	0	0	7	0	4
04:30 PM	0	4	8	0	0	0	5	5	0	0	0	1	0	1	0	1
04:45 PM	0	4	5	0	0	1	4	3	0	2	0	2	0	4	0	1
05:00 PM	0	1	3	0	0	0	1	5	0	0	0	0	0	3	0	0
05:15 PM	0	3	1	1	0	0	5	1	0	0	0	1	0	2	0	0
05:30 PM	0	1	1	0	0	0	4	2	0	1	0	1	0	5	0	2
05:45 PM	0	5	5	0	0	0	6	2	0	0	0	0	0	2	1	1
06:00 PM	0	3	3	0	0	0	6	6	0	0	0	0	0	7	0	2
06:15 PM	0	1	3	0	0	0	4	3	0	0	0	0	0	2	0	2
06:30 PM	0	0	3	0	0	0	0	3	0	0	0	0	0	2	0	1
06:45 PM	0	1	4	0	0	0	5	5	0	0	0	0	0	4	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030820
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	103	16	0	22	51	9	0	7	39	19	0	14	66	5
06:15 AM	0	18	193	33	0	23	78	14	0	7	36	27	0	37	121	18
06:30 AM	0	45	244	45	0	26	114	19	0	18	77	24	1	50	146	25
06:45 AM	0	73	276	62	0	54	122	36	0	30	122	55	0	54	183	29
07:00 AM	0	85	306	67	0	35	193	28	0	45	143	52	1	46	173	26
07:15 AM	0	86	303	63	0	56	224	52	0	52	178	52	0	49	195	25
07:30 AM	0	76	239	54	0	86	179	13	0	65	220	79	3	37	217	29
07:45 AM	0	75	263	62	0	46	238	28	0	104	254	76	0	36	224	32
08:00 AM	0	87	248	72	0	72	264	25	0	88	268	42	2	31	242	33
08:15 AM	0	101	272	62	0	47	203	28	0	92	265	35	0	29	235	19
08:30 AM	0	85	287	63	0	69	203	23	0	63	262	16	0	25	223	14
08:45 AM	0	80	243	36	0	54	224	24	0	51	218	20	0	50	236	35
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	28	211	24	0	90	319	18	0	88	270	33	1	55	174	45
04:15 PM	0	33	197	29	0	86	285	31	0	96	237	74	2	41	173	44
04:30 PM	0	43	198	35	0	74	269	28	0	81	250	64	3	38	162	42
04:45 PM	0	48	207	45	0	86	388	15	0	115	221	48	3	48	215	53
05:00 PM	0	56	203	47	0	69	307	27	0	125	294	48	3	58	252	69
05:15 PM	0	61	202	46	0	97	317	14	0	146	270	42	1	72	248	118
05:30 PM	0	62	199	46	0	98	276	7	0	146	229	72	1	83	269	129
05:45 PM	0	74	215	48	0	79	338	25	0	134	258	27	1	76	214	118
06:00 PM	0	89	179	47	0	50	291	25	0	156	192	59	1	84	198	105
06:15 PM	0	77	185	39	0	49	338	29	0	112	161	46	2	80	203	85
06:30 PM	0	64	184	36	0	54	199	27	0	103	223	47	1	64	209	93
06:45 PM	0	69	185	40	0	97	288	34	0	91	171	34	0	66	197	79

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030820
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	1	0	2	3	0	0	2	1	3	0	0	1	0
06:15 AM	0	0	2	1	0	3	4	1	0	4	5	3	0	1	1	0
06:30 AM	0	0	3	0	0	5	7	0	0	11	8	3	0	0	1	0
06:45 AM	0	0	5	1	0	5	6	1	0	8	5	6	0	0	3	1
07:00 AM	0	0	5	1	0	7	7	1	0	5	3	7	0	1	2	1
07:15 AM	0	0	5	0	0	10	8	3	0	11	8	3	0	1	4	0
07:30 AM	0	0	3	1	0	5	5	1	0	4	18	4	0	1	5	1
07:45 AM	0	2	4	3	0	3	10	0	0	6	9	2	0	0	3	1
08:00 AM	0	1	2	3	0	5	4	1	0	7	10	1	0	1	4	2
08:15 AM	0	0	2	2	0	3	3	0	0	3	9	3	0	1	2	0
08:30 AM	0	1	2	1	0	5	4	1	0	4	6	3	0	2	2	0
08:45 AM	0	1	5	2	0	6	3	1	0	3	6	2	0	1	4	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	5	0	2	4	0	0	2	3	4	0	2	5	0
04:15 PM	0	0	0	0	0	2	7	1	0	2	4	4	0	0	0	0
04:30 PM	0	0	7	3	0	4	3	0	0	3	3	6	0	1	8	2
04:45 PM	0	0	0	0	0	3	4	1	0	0	3	1	0	0	0	0
05:00 PM	0	0	2	0	0	3	2	1	0	3	6	2	0	0	2	1
05:15 PM	0	0	0	0	0	0	2	0	0	1	0	2	0	0	0	0
05:30 PM	0	0	0	2	0	1	1	1	0	0	4	0	0	0	3	0
05:45 PM	0	0	0	0	0	1	2	1	0	2	0	2	0	0	0	0
06:00 PM	0	0	2	0	0	1	1	0	0	3	0	1	0	0	2	2
06:15 PM	0	0	0	0	0	2	5	0	0	0	2	2	0	0	0	0
06:30 PM	0	0	4	1	0	1	5	0	0	3	2	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	5	2	0	1	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030820
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030920
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	12	104	22	0	13	51	8	0	7	34	12	0	13	57	7
06:15 AM	0	26	178	38	0	19	96	5	0	11	43	32	1	41	113	35
06:30 AM	0	85	257	68	0	44	119	30	0	18	80	23	3	69	165	26
06:45 AM	0	135	341	83	0	44	75	35	0	20	121	41	1	51	223	38
07:00 AM	0	129	367	79	0	32	132	34	0	33	106	50	1	74	284	48
07:15 AM	0	130	375	68	0	29	183	28	0	68	145	37	3	61	266	61
07:30 AM	0	65	332	40	0	34	162	43	0	58	203	41	1	69	217	90
07:45 AM	0	83	377	45	0	54	193	19	0	71	218	38	4	71	241	82
08:00 AM	6	79	351	64	0	44	166	18	0	64	195	31	1	83	214	108
08:15 AM	0	120	398	41	0	49	152	29	0	47	223	23	1	85	227	156
08:30 AM	0	87	379	44	0	47	175	16	0	65	202	25	1	83	190	125
08:45 AM	0	79	329	30	0	73	181	11	0	46	200	35	1	107	240	105
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	24	215	21	0	61	221	41	0	108	216	65	0	41	124	50
04:15 PM	0	63	225	37	0	79	260	25	0	63	213	64	2	48	135	46
04:30 PM	0	49	286	45	0	71	237	16	0	86	251	45	3	40	205	63
04:45 PM	0	63	292	39	0	80	252	12	0	132	216	19	1	48	172	69
05:00 PM	0	75	284	35	0	81	252	12	0	89	249	86	1	43	201	75
05:15 PM	0	60	229	42	0	61	283	47	0	137	284	94	2	60	260	99
05:30 PM	0	80	299	31	0	161	380	12	0	109	162	59	1	63	153	72
05:45 PM	0	53	285	33	0	66	289	16	0	116	262	46	1	63	204	71
06:00 PM	0	48	268	39	0	70	261	24	0	127	229	29	1	65	197	77
06:15 PM	0	71	306	41	0	83	328	14	0	92	230	25	1	63	196	64
06:30 PM	0	67	263	25	0	77	243	10	0	107	221	43	2	59	226	73
06:45 PM	0	53	299	25	0	55	268	27	0	68	185	46	0	60	153	9

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030920
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	1	2	0	1	4	0	0	2	0	6	0	0	1	0
06:15 AM	0	0	1	1	0	3	2	1	0	4	6	2	0	1	3	0
06:30 AM	0	0	2	0	0	4	5	1	0	10	9	2	0	0	0	0
06:45 AM	0	1	9	3	0	5	5	0	0	5	1	3	0	1	3	2
07:00 AM	0	0	3	1	0	8	8	1	0	6	3	8	0	0	3	0
07:15 AM	0	1	6	1	0	5	6	3	0	7	7	3	0	2	4	0
07:30 AM	0	0	5	2	0	9	2	1	0	2	19	2	0	2	5	0
07:45 AM	0	1	6	2	0	0	9	0	0	7	6	3	0	1	3	0
08:00 AM	0	0	3	3	0	7	5	2	0	5	10	1	0	1	3	2
08:15 AM	0	0	4	2	0	3	2	0	0	1	9	0	0	0	1	1
08:30 AM	0	1	0	0	0	3	2	2	0	8	7	4	0	0	0	0
08:45 AM	0	0	6	0	0	7	4	3	0	5	7	2	0	0	3	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	1	0	0	6	1	0	2	3	1	0	2	4	0
04:15 PM	0	1	2	1	0	1	9	1	0	2	2	2	0	0	5	0
04:30 PM	0	1	3	3	0	4	5	0	0	0	3	2	0	1	5	1
04:45 PM	0	0	5	6	0	2	8	0	0	0	5	1	0	1	2	0
05:00 PM	0	0	2	3	0	1	7	0	0	3	1	1	0	1	3	1
05:15 PM	0	0	4	1	0	1	3	1	0	1	5	2	0	0	3	0
05:30 PM	0	0	6	2	0	1	6	0	0	1	0	2	0	0	1	1
05:45 PM	0	0	2	0	0	1	3	0	0	1	2	2	0	0	3	1
06:00 PM	0	1	1	1	0	2	5	0	0	2	1	1	0	0	0	0
06:15 PM	0	0	3	3	0	2	7	0	0	0	4	0	0	0	1	0
06:30 PM	0	0	6	0	0	0	1	0	0	3	1	1	0	0	2	0
06:45 PM	0	0	1	0	0	2	6	0	0	2	2	1	0	0	2	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030920
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_031020
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	5	98	11	0	39	66	7	0	8	43	16	0	8	62	0
06:15 AM	0	8	147	31	0	18	88	13	0	14	37	20	0	22	50	2
06:30 AM	0	25	208	34	0	28	108	0	0	13	61	34	1	31	74	12
06:45 AM	0	34	322	46	0	27	108	11	0	10	125	26	1	29	104	3
07:00 AM	0	45	349	53	0	43	144	18	0	35	127	27	4	28	151	4
07:15 AM	0	67	398	48	0	27	242	18	0	43	118	21	0	22	164	6
07:30 AM	0	82	372	55	0	68	140	14	0	49	223	37	1	24	203	12
07:45 AM	0	83	395	72	0	47	253	12	0	73	210	35	1	24	181	18
08:00 AM	0	99	403	56	0	42	212	11	0	46	190	59	2	32	246	15
08:15 AM	0	122	394	83	0	60	181	9	0	70	190	28	1	35	211	23
08:30 AM	0	94	421	73	0	41	257	22	0	54	158	23	0	33	164	28
08:45 AM	0	100	352	44	0	63	157	18	0	47	182	26	2	16	172	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	46	298	26	0	42	215	6	0	88	252	25	1	27	258	46
04:15 PM	0	61	274	35	0	49	225	16	0	65	220	34	0	37	203	54
04:30 PM	0	61	285	35	0	79	225	7	0	103	243	52	2	56	210	35
04:45 PM	0	56	239	31	0	70	334	14	0	85	142	75	2	47	162	36
05:00 PM	0	83	278	26	0	84	242	7	0	131	168	34	0	68	215	25
05:15 PM	0	85	304	35	0	54	271	13	0	123	209	21	2	66	238	52
05:30 PM	0	86	331	36	0	75	298	1	0	148	220	49	2	52	244	55
05:45 PM	0	60	316	32	0	51	235	17	0	120	221	34	2	51	275	55
06:00 PM	0	63	332	43	0	84	273	7	0	106	190	39	0	42	205	71
06:15 PM	0	60	324	22	0	67	288	8	0	99	165	18	0	54	172	40
06:30 PM	0	65	265	23	0	68	248	25	0	94	139	32	0	32	204	40
06:45 PM	0	53	307	22	0	52	247	22	0	67	128	31	0	53	130	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_031020
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	1	0	4	4	1	0	3	0	1	0	0	2	0
06:15 AM	0	1	2	1	0	1	7	0	0	2	4	0	0	1	1	0
06:30 AM	0	0	3	0	0	7	9	0	0	13	9	3	0	0	2	0
06:45 AM	0	0	2	0	0	7	7	1	0	13	6	7	0	0	3	1
07:00 AM	0	1	3	2	0	4	7	1	0	4	2	8	0	0	2	1
07:15 AM	0	0	4	0	0	12	7	0	0	13	9	3	0	0	4	0
07:30 AM	0	0	1	1	0	5	7	1	0	3	21	4	0	0	5	1
07:45 AM	0	4	5	6	0	6	14	0	0	6	3	2	0	0	2	3
08:00 AM	0	0	0	4	0	5	5	1	0	13	15	1	0	1	3	1
08:15 AM	0	0	2	1	0	5	4	0	0	8	13	6	0	0	1	0
08:30 AM	0	0	2	0	0	6	9	1	0	2	6	2	0	3	1	1
08:45 AM	0	0	7	3	0	9	2	0	0	2	4	0	0	0	6	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	2	0	3	6	0	0	0	5	2	0	1	3	0
04:15 PM	0	1	4	1	0	1	4	1	0	0	4	3	0	1	3	1
04:30 PM	0	0	2	2	0	2	5	0	0	1	2	0	0	1	4	0
04:45 PM	0	1	2	1	0	3	8	0	0	3	0	3	0	0	1	0
05:00 PM	0	1	6	2	0	3	2	0	3	2	1	0	0	0	4	0
05:15 PM	0	0	0	1	0	2	2	0	0	0	4	5	0	0	3	0
05:30 PM	0	0	1	1	0	1	8	0	0	2	0	2	0	0	0	0
05:45 PM	0	0	3	0	0	2	6	0	0	3	2	0	0	0	5	1
06:00 PM	0	0	2	1	0	2	6	0	0	0	3	2	0	0	2	0
06:15 PM	0	0	2	2	0	2	1	0	0	2	1	0	0	1	3	0
06:30 PM	0	0	2	0	0	1	4	0	0	1	1	0	0	0	2	0
06:45 PM	0	0	3	0	0	0	7	0	0	0	3	3	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_031020
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	149	0	0	0	80	0	0	1	0	3	0	0	0	0
06:15 AM	0	0	227	2	0	1	116	0	0	3	0	4	0	0	0	0
06:30 AM	0	0	291	3	0	2	151	0	0	2	0	5	0	0	0	0
06:45 AM	0	0	331	4	0	1	185	0	0	10	0	11	0	0	0	0
07:00 AM	0	0	390	3	0	0	214	0	0	19	0	17	0	0	0	0
07:15 AM	0	0	402	2	0	1	277	0	0	14	0	16	0	0	0	0
07:30 AM	0	0	421	5	0	1	242	0	0	21	0	11	0	0	0	0
07:45 AM	0	0	333	7	0	1	276	0	0	22	0	5	0	0	0	0
08:00 AM	0	0	319	10	0	4	304	0	0	7	0	5	0	0	0	0
08:15 AM	0	0	368	13	0	1	233	0	0	20	0	12	0	0	0	0
08:30 AM	0	0	334	11	0	1	252	0	0	11	0	6	0	0	0	0
08:45 AM	0	0	367	4	0	3	261	0	0	11	0	15	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	339	17	0	7	436	0	0	11	0	7	0	0	0	0
04:15 PM	0	0	339	17	0	5	430	0	0	8	0	8	0	0	0	0
04:30 PM	0	0	328	12	1	8	417	0	0	6	0	7	0	0	0	0
04:45 PM	0	0	338	12	0	6	530	0	0	9	0	8	0	0	0	0
05:00 PM	0	0	331	16	0	11	445	0	0	6	0	6	0	0	0	0
05:15 PM	0	0	337	19	0	11	467	0	0	3	0	10	0	0	0	0
05:30 PM	0	0	357	18	0	11	453	0	0	8	0	9	0	0	0	0
05:45 PM	0	0	326	17	0	9	450	0	0	9	0	6	0	0	0	0
06:00 PM	0	0	282	12	1	4	399	0	0	9	0	12	0	0	0	0
06:15 PM	0	0	275	19	0	7	431	0	0	7	0	6	0	0	0	0
06:30 PM	0	0	271	13	0	11	352	0	0	7	0	6	0	0	0	0
06:45 PM	0	0	260	13	0	18	425	0	0	8	0	9	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	5	1	0	0	4	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	13	0	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	20	0	0	0	4	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	0	0	0	4	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	5	1	0	0	5	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	12	2	0	0	3	0	0	2	0	0	0	0	0	0
08:45 AM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	8	0	0	0	8	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	11	0	0	0	7	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	19	2	0	0	5	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	119	1	0	0	67	0	0	1	0	4	0	0	0	0
06:15 AM	0	0	173	5	0	1	130	0	0	3	0	3	0	0	0	0
06:30 AM	0	0	283	2	0	0	161	0	0	6	0	14	0	0	0	0
06:45 AM	0	0	375	1	0	3	193	0	0	10	0	17	0	0	0	0
07:00 AM	0	0	397	2	0	0	189	0	0	14	0	15	0	0	0	0
07:15 AM	0	0	484	3	0	2	230	0	0	11	0	9	0	0	0	0
07:30 AM	0	0	422	8	1	0	238	0	0	23	0	17	0	0	0	0
07:45 AM	0	0	432	5	0	5	297	0	0	25	0	9	0	0	0	0
08:00 AM	0	0	440	10	0	2	271	0	0	10	0	10	0	0	0	0
08:15 AM	0	0	434	10	1	4	267	0	0	13	0	8	0	0	0	0
08:30 AM	0	0	482	7	0	3	218	0	0	19	0	12	0	0	0	0
08:45 AM	0	0	374	3	0	2	198	0	0	12	0	14	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	327	21	1	7	324	0	0	4	0	7	0	0	0	0
04:15 PM	0	0	438	6	0	8	275	0	0	5	0	9	0	0	0	0
04:30 PM	0	0	360	12	0	6	329	0	0	14	0	5	0	0	0	0
04:45 PM	0	0	421	15	0	10	377	0	0	9	0	11	0	0	0	0
05:00 PM	0	0	359	12	0	5	385	0	0	9	0	10	0	0	0	0
05:15 PM	0	0	339	26	0	10	317	0	0	11	0	3	0	0	0	0
05:30 PM	0	0	397	12	0	13	435	0	0	13	0	7	0	0	0	0
05:45 PM	0	0	411	21	0	12	418	0	0	9	0	8	0	0	0	0
06:00 PM	0	0	419	15	0	11	480	0	0	9	0	10	0	0	0	0
06:15 PM	0	0	473	20	0	10	401	0	0	6	0	10	0	0	0	0
06:30 PM	0	0	397	17	0	9	348	0	0	13	0	6	0	0	0	0
06:45 PM	0	0	332	16	0	10	363	0	0	7	0	12	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	8	1	0	0	4	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	8	0	0	0	11	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	15	0	0	0	2	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	11	0	0	0	7	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	9	0	0	1	14	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	11	2	0	0	6	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	7	0	0	0	10	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	4	0	0	0	13	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	10	2	0	0	4	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	9	0	0	0	12	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	13	0	0	0	5	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	1	0	0	74	0	0	2	0	3	0	0	0	0
06:15 AM	0	0	202	2	0	1	124	0	0	6	0	9	0	0	0	0
06:30 AM	0	0	291	3	0	1	135	0	0	6	0	11	0	0	0	0
06:45 AM	0	0	419	3	0	4	187	0	0	12	0	17	0	0	0	0
07:00 AM	0	0	441	5	0	1	209	0	0	13	0	12	0	0	0	0
07:15 AM	0	0	486	0	0	1	197	0	0	19	0	8	0	0	0	0
07:30 AM	0	0	492	8	0	2	217	0	0	19	0	9	0	0	0	0
07:45 AM	0	0	497	11	0	1	295	0	0	22	0	9	0	0	0	0
08:00 AM	0	0	538	12	1	5	220	0	0	12	0	5	0	0	0	0
08:15 AM	0	0	497	7	0	3	241	0	0	16	0	11	0	0	0	0
08:30 AM	0	0	506	7	0	4	207	0	0	15	0	6	0	0	0	0
08:45 AM	0	0	439	4	0	8	241	0	0	16	0	10	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	381	8	0	4	273	0	0	5	0	4	0	0	0	0
04:15 PM	0	0	369	12	1	8	221	0	0	3	0	7	0	0	0	0
04:30 PM	0	0	414	20	0	4	335	0	0	11	0	7	0	0	0	0
04:45 PM	0	0	363	20	0	7	320	0	0	5	0	6	0	0	0	0
05:00 PM	0	0	403	16	0	8	285	0	0	4	0	7	0	0	0	0
05:15 PM	0	0	419	20	0	15	352	0	0	8	0	9	0	0	0	0
05:30 PM	0	0	469	18	0	5	347	0	0	10	0	9	0	0	0	0
05:45 PM	0	0	408	18	0	9	395	0	0	9	0	16	0	0	0	0
06:00 PM	0	0	445	15	0	15	348	0	0	8	0	12	0	0	0	0
06:15 PM	0	0	427	18	0	11	361	0	0	7	0	10	0	0	0	0
06:30 PM	0	0	346	15	0	12	330	0	0	13	0	5	0	0	0	0
06:45 PM	0	0	442	12	1	12	292	0	0	12	0	5	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	5	0	0	0	11	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	1	0	0	9	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	20	0	0	0	10	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	14	0	0	0	11	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	12	0	0	0	6	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	11	1	0	0	7	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	0	0	0	7	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	7	2	0	0	5	0	0	2	0	0	0	0	0	0
08:45 AM	0	0	10	0	0	0	13	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	13	0	0	0	12	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	11	0	0	0	7	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	11	2	0	0	8	0	0	0	0	1	0	0	0	0
04:45 PM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	18	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	6	0	0	0	9	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	18	0	0	0	5	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 10th Street/Powerline Road Intersection Turning Movement Counts (September 2016)

AECOM
7800 Congress Avenue, Suite 200
Boca Raton, FL 33487
TEL: 561-994-6500 FAX:561-994-6524

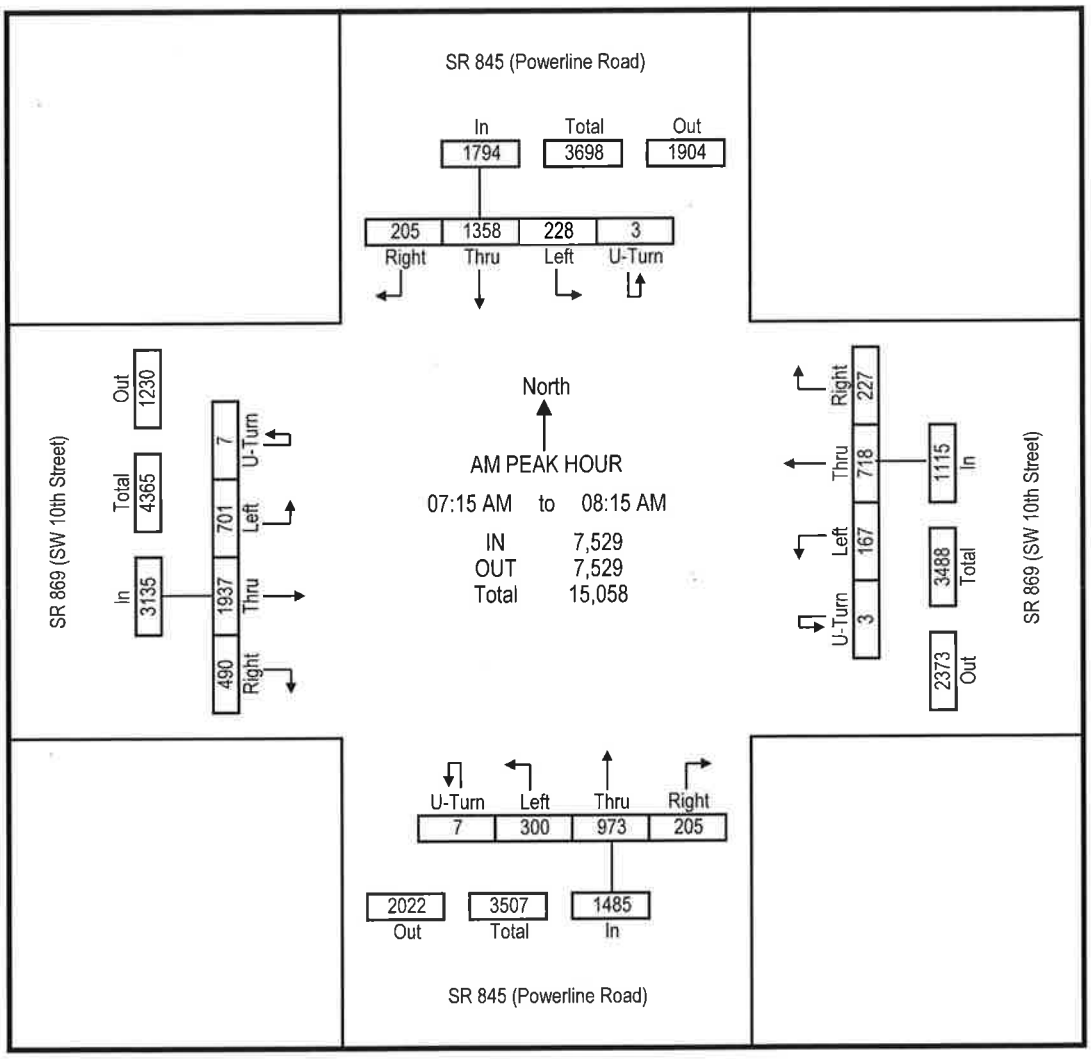
CLIENT: FDOT D4 Traffic Operations
JOB No: 60518111.100
PROJECT: SW 10th Street
COUNTY: BROWARD

File Name: TMC_SR869@SR845
Site Code: 09132016
Count Date: 9/13/2016

Groups Printed: Automobiles & Heavy Vehicles

	SR 845 (Powerline Road) From North				SR 869 (SW 10th Street) From East				SR 845 (Powerline Road) From South				SR 869 (SW 10th Street) From West				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:15 AM	0	52	303	44	0	38	165	81	5	29	207	50	0	175	517	90	1756
07:30 AM	0	56	309	47	0	45	190	58	0	61	262	43	0	163	486	137	1857
07:45 AM	2	65	376	51	2	42	163	56	0	84	306	58	6	200	479	144	2034
08:00 AM	1	55	370	63	1	42	200	32	2	126	198	54	1	163	455	119	1882
Total	**3**	**228**	**1358**	**205**	**3**	**167**	**718**	**227**	**7**	**300**	**973**	**205**	**7**	**701**	**1937**	**490**	**7529**
PHF	0.375	0.877	0.903	0.813	0.375	0.928	0.898	0.701	0.350	0.595	0.795	0.884	0.292	0.876	0.937	0.851	
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
App Vol %	0%	13%	76%	11%	0%	15%	64%	20%	0%	20%	66%	14%	0%	22%	62%	16%	

Intersection Peak Hour Analysis From 06:00 AM to 09:00 AM
Peak Hour for Entire Intersection Begins at : 07:15 AM to 08:15 AM



AECOM
7800 Congress Avenue, Suite 200
Boca Raton, FL 33487
TEL: 561-994-6500 FAX:561-994-6524

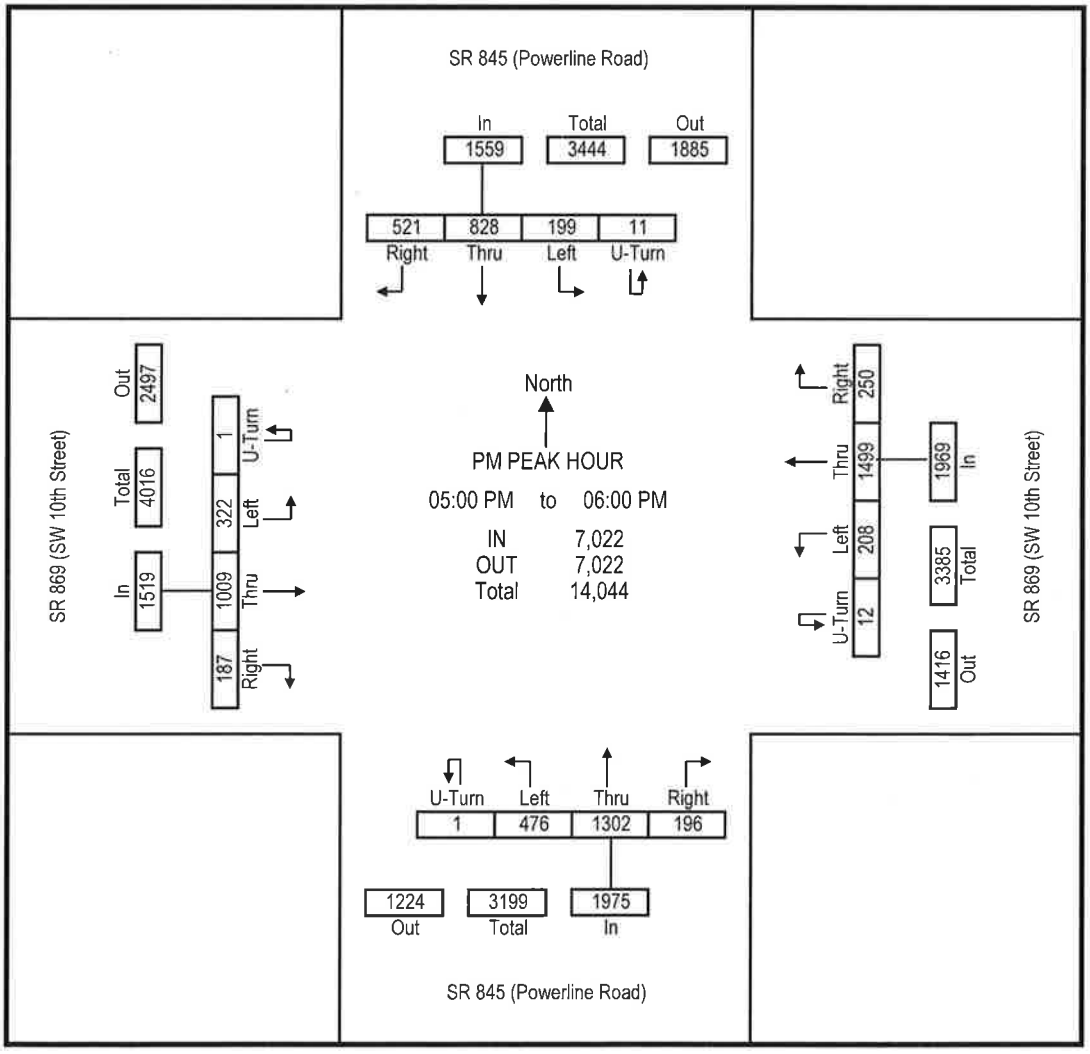
CLIENT: FDOT D4 Traffic Operations
JOB No: 60518111.100
PROJECT: SW 10th Street
COUNTY: BROWARD

File Name: TMC_SR869@SR845
Site Code: 09132016
Count Date: 9/13/2016

Groups Printed: Automobiles & Heavy Vehicles

	SR 845 (Powerline Road) From North				SR 869 (SW 10th Street) From East				SR 845 (Powerline Road) From South				SR 869 (SW 10th Street) From West				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	55	242	122	1	65	392	76	0	123	321	51	0	85	250	54	1837
05:15 PM	0	45	222	140	5	40	342	70	0	116	331	49	1	72	242	35	1710
05:30 PM	0	42	173	129	0	50	355	39	0	124	399	63	0	72	247	50	1743
05:45 PM	11	57	191	130	6	53	410	65	1	113	251	33	0	93	270	48	1732
Total	**11**	**199**	**828**	**521**	**12**	**208**	**1499**	**250**	**1**	**476**	**1302**	**196**	**1**	**322**	**1009**	**187**	**7022**
PHF	0.250	0.873	0.855	0.930	0.500	0.800	0.914	0.822	0.250	0.960	0.816	0.778	0.250	0.866	0.934	0.866	
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
App Vol %	1%	13%	53%	33%	1%	11%	76%	13%	0%	24%	66%	10%	0%	21%	66%	12%	

Intersection Peak Hour Analysis From 04:00 PM to 08:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



SW 10th Street, Powerline Road, and Military Trail Intersection Turning Movement Counts (October 2016)

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way TUE AM
Site Code :
Start Date : 10/25/2016
Page No : 1

Groups Printed- Car

	Powerline Rd Southbound				Powerline Rd Northbound				American Way Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	316	0	320	226	17	0	243	33	0	0	33	596
07:15 AM	4	419	0	423	343	18	0	361	66	0	0	66	850
07:30 AM	8	380	0	388	389	16	0	405	62	0	0	62	855
07:45 AM	10	401	0	411	431	19	0	450	42	0	2	44	905
Total	26	1516	0	1542	1389	70	0	1459	203	0	2	205	3206
08:00 AM	8	403	0	411	404	12	0	416	50	2	2	54	881
08:15 AM	6	361	2	369	356	13	0	369	56	0	3	59	797
08:30 AM	14	349	0	363	342	13	0	355	55	0	0	55	773
08:45 AM	5	308	0	313	360	19	0	379	44	0	0	44	736
Total	33	1421	2	1456	1462	57	0	1519	205	2	5	212	3187
Grand Total	59	2937	2	2998	2851	127	0	2978	408	2	7	417	6393
Apprch %	2	98	0.1		95.7	4.3	0		97.8	0.5	1.7		
Total %	0.9	45.9	0	46.9	44.6	2	0	46.6	6.4	0	0.1	6.5	

	Powerline Rd Southbound			Powerline Rd Northbound			American Way Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	**419**	**423**	343	18	361	**66**	0	**66**	850
07:30 AM	8	380	388	389	16	405	62	0	62	855
07:45 AM	**10**	401	411	**431**	**19**	**450**	42	0	42	**903**
08:00 AM	8	403	411	404	12	416	50	**2**	52	879
Total Volume	30	1603	1633	1567	65	1632	220	2	222	3487
% App. Total	1.8	98.2		96	4		99.1	0.9		
PHF	.750	.956	.965	.909	.855	.907	.833	.250	.841	.965

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way TUE AM
Site Code :
Start Date : 10/25/2016
Page No : 1

Groups Printed- Truck

	Powerline Rd Southbound				Powerline Rd Northbound				American Way Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	14	0	14	15	6	0	21	0	0	0	0	35
07:15 AM	0	9	0	9	25	1	0	26	0	0	0	0	35
07:30 AM	0	21	0	21	35	1	0	36	1	0	0	1	58
07:45 AM	0	23	0	23	24	1	0	25	0	0	0	0	48
Total	0	67	0	67	99	9	0	108	1	0	0	1	176
08:00 AM	0	13	0	13	27	1	0	28	0	0	0	0	41
08:15 AM	0	19	0	19	28	1	0	29	0	0	0	0	48
08:30 AM	0	16	0	16	41	1	0	42	1	0	0	1	59
08:45 AM	0	15	0	15	26	1	0	27	0	0	0	0	42
Total	0	63	0	63	122	4	0	126	1	0	0	1	190
Grand Total	0	130	0	130	221	13	0	234	2	0	0	2	366
Apprch %	0	100	0		94.4	5.6	0		100	0	0		
Total %	0	35.5	0	35.5	60.4	3.6	0	63.9	0.5	0	0	0.5	

	Powerline Rd Southbound			Powerline Rd Northbound			American Way Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**23**	**23**	24	**1**	25	0	0	0	48
08:00 AM	0	13	13	27	1	28	0	0	0	41
08:15 AM	0	19	19	28	1	29	0	0	0	48
08:30 AM	0	16	16	**41**	1	**42**	**1**	0	**1**	**59**
Total Volume	0	71	71	120	4	124	1	0	1	196
% App. Total	0	100		96.8	3.2		100	0		
PHF	.000	.772	.772	.732	1.00	.738	.250	.000	.250	.831

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way TUE AM
Site Code :
Start Date : 10/25/2016
Page No : 1

Groups Printed- Combined

	Powerline Rd Southbound				Powerline Rd Northbound				American Way Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	330	0	334	241	23	0	264	33	0	0	33	631
07:15 AM	4	428	0	432	368	19	0	387	66	0	0	66	885
07:30 AM	8	401	0	409	424	17	0	441	63	0	0	63	913
07:45 AM	10	424	0	434	455	20	0	475	42	0	2	44	953
Total	26	1583	0	1609	1488	79	0	1567	204	0	2	206	3382
08:00 AM	8	416	0	424	431	13	0	444	50	2	2	54	922
08:15 AM	6	380	2	388	384	14	0	398	56	0	3	59	845
08:30 AM	14	365	0	379	383	14	0	397	56	0	0	56	832
08:45 AM	5	323	0	328	386	20	0	406	44	0	0	44	778
Total	33	1484	2	1519	1584	61	0	1645	206	2	5	213	3377
Grand Total	59	3067	2	3128	3072	140	0	3212	410	2	7	419	6759
Apprch %	1.9	98	0.1		95.6	4.4	0		97.9	0.5	1.7		
Total %	0.9	45.4	0	46.3	45.5	2.1	0	47.5	6.1	0	0.1	6.2	

	Powerline Rd Southbound			Powerline Rd Northbound			American Way Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	**428**	432	368	19	387	**66**	0	**66**	885
07:30 AM	8	401	409	424	17	441	63	0	63	913
07:45 AM	**10**	424	**434**	**455**	**20**	**475**	42	0	42	**951**
08:00 AM	8	416	424	431	13	444	50	**2**	52	920
Total Volume	30	1669	1699	1678	69	1747	221	2	223	3669
% App. Total	1.8	98.2		96.1	3.9		99.1	0.9		
PHF	.750	.975	.979	.922	.863	.919	.837	.250	.845	.965

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Groups Printed- Car

	Powerline Rd. Southbound					Powerline Rd. Northbound				American Way Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	5	284	0	1	290	362	9	1	372	12	0	0	12	674
04:15 PM	9	310	0	0	319	345	12	0	357	13	0	0	13	689
04:30 PM	6	248	1	0	255	353	27	1	381	9	0	0	9	645
04:45 PM	14	340	0	0	354	392	15	1	408	11	0	1	12	774
Total	34	1182	1	1	1218	1452	63	3	1518	45	0	1	46	2782
05:00 PM	12	319	0	0	331	444	23	1	468	7	0	1	8	807
05:15 PM	14	319	0	0	333	468	26	0	494	18	0	0	18	845
05:30 PM	19	317	0	0	336	435	20	0	455	15	0	1	16	807
05:45 PM	11	304	0	0	315	421	24	0	445	14	0	1	15	775
Total	56	1259	0	0	1315	1768	93	1	1862	54	0	3	57	3234
Grand Total	90	2441	1	1	2533	3220	156	4	3380	99	0	4	103	6016
Apprch %	3.6	96.4	0	0		95.3	4.6	0.1		96.1	0	3.9		
Total %	1.5	40.6	0	0	42.1	53.5	2.6	0.1	56.2	1.6	0	0.1	1.7	

	Powerline Rd. Southbound				Powerline Rd. Northbound			American Way Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	12	**319**	0	331	444	23	467	7	0	7	805
05:15 PM	14	319	0	333	**468**	**26**	**494**	**18**	0	**18**	**845**
05:30 PM	**19**	317	0	**336**	435	20	455	15	0	15	806
05:45 PM	11	304	0	315	421	24	445	14	0	14	774
Total Volume	56	1259	0	1315	1768	93	1861	54	0	54	3230
% App. Total	4.3	95.7	0		95	5		100	0		
PHF	.737	.987	.000	.978	.944	.894	.942	.750	.000	.750	.956

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Groups Printed- Truck

	Powerline Rd. Southbound					Powerline Rd. Northbound				American Way Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	0	22	0	0	22	12	1	0	13	2	0	0	2	37
04:15 PM	0	20	0	0	20	16	0	0	16	0	0	0	0	36
04:30 PM	0	28	0	0	28	9	0	0	9	1	0	0	1	38
04:45 PM	0	25	0	0	25	14	2	0	16	4	0	0	4	45
Total	0	95	0	0	95	51	3	0	54	7	0	0	7	156
05:00 PM	0	15	0	0	15	9	1	0	10	0	0	0	0	25
05:15 PM	1	20	0	0	21	7	0	0	7	0	0	0	0	28
05:30 PM	0	11	0	0	11	11	0	0	11	1	0	0	1	23
05:45 PM	0	9	0	0	9	10	0	0	10	0	0	0	0	19
Total	1	55	0	0	56	37	1	0	38	1	0	0	1	95
Grand Total	1	150	0	0	151	88	4	0	92	8	0	0	8	251
Apprch %	0.7	99.3	0	0		95.7	4.3	0		100	0	0		
Total %	0.4	59.8	0	0	60.2	35.1	1.6	0	36.7	3.2	0	0	3.2	

	Powerline Rd. Southbound				Powerline Rd. Northbound			American Way Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	22	0	22	12	1	13	2	0	2	37
04:15 PM	0	20	0	20	**16**	0	**16**	0	0	0	36
04:30 PM	0	**28**	0	**28**	9	0	9	1	0	1	38
04:45 PM	0	25	0	25	14	**2**	16	**4**	0	**4**	**45**
Total Volume	0	95	0	95	51	3	54	7	0	7	156
% App. Total	0	100	0		94.4	5.6		100	0		
PHF	.000	.848	.000	.848	.797	.375	.844	.438	.000	.438	.867

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Groups Printed- Combined

	Powerline Rd. Southbound					Powerline Rd. Northbound				American Way Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	5	306	0	1	312	374	10	1	385	14	0	0	14	711
04:15 PM	9	330	0	0	339	361	12	0	373	13	0	0	13	725
04:30 PM	6	276	1	0	283	362	27	1	390	10	0	0	10	683
04:45 PM	14	365	0	0	379	406	17	1	424	15	0	1	16	819
Total	34	1277	1	1	1313	1503	66	3	1572	52	0	1	53	2938
05:00 PM	12	334	0	0	346	453	24	1	478	7	0	1	8	832
05:15 PM	15	339	0	0	354	475	26	0	501	18	0	0	18	873
05:30 PM	19	328	0	0	347	446	20	0	466	16	0	1	17	830
05:45 PM	11	313	0	0	324	431	24	0	455	14	0	1	15	794
Total	57	1314	0	0	1371	1805	94	1	1900	55	0	3	58	3329
Grand Total	91	2591	1	1	2684	3308	160	4	3472	107	0	4	111	6267
Apprch %	3.4	96.5	0	0		95.3	4.6	0.1		96.4	0	3.6		
Total %	1.5	41.3	0	0	42.8	52.8	2.6	0.1	55.4	1.7	0	0.1	1.8	

	Powerline Rd. Southbound				Powerline Rd. Northbound			American Way Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	14	**365**	0	**379**	406	17	423	15	0	15	817
05:00 PM	12	334	0	346	453	24	477	7	0	7	830
05:15 PM	15	339	0	354	**475**	**26**	**501**	**18**	0	**18**	**873**
05:30 PM	**19**	328	0	347	446	20	466	16	0	16	829
Total Volume	60	1366	0	1426	1780	87	1867	56	0	56	3349
% App. Total	4.2	95.8	0		95.3	4.7		100	0		
PHF	.789	.936	.000	.941	.937	.837	.932	.778	.000	.778	.959

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Groups Printed- Car

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	270	7	0	277	18	0	18	0	36	11	227	0	0	238	1	0	0	0	1	552
07:15 AM	0	329	3	1	333	10	0	13	0	23	10	392	0	0	402	1	0	2	1	4	762
07:30 AM	0	410	4	0	414	16	0	11	0	27	9	461	0	0	470	1	0	0	0	1	912
07:45 AM	0	389	17	0	406	26	0	18	1	45	12	493	0	0	505	2	0	2	0	4	960
Total	0	1398	31	1	1430	70	0	60	1	131	42	1573	0	0	1615	5	0	4	1	10	3186
08:00 AM	0	467	7	0	474	13	0	19	0	32	18	437	0	0	455	0	0	5	0	5	966
08:15 AM	0	395	12	0	407	30	0	12	0	42	11	392	0	0	403	0	0	3	0	3	855
08:30 AM	0	344	13	0	357	16	0	11	0	27	21	382	1	0	404	0	0	1	0	1	789
08:45 AM	1	351	14	0	366	27	0	16	0	43	16	374	0	0	390	5	0	2	0	7	806
Total	1	1557	46	0	1604	86	0	58	0	144	66	1585	1	0	1652	5	0	11	0	16	3416
Grand Total	1	2955	77	1	3034	156	0	118	1	275	108	3158	1	0	3267	10	0	15	1	26	6602
Apprch %	0	97.4	2.5	0		56.7	0	42.9	0.4		3.3	96.7	0	0		38.5	0	57.7	3.8		
Total %	0	44.8	1.2	0	46	2.4	0	1.8	0	4.2	1.6	47.8	0	0	49.5	0.2	0	0.2	0	0.4	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	410	4	414	16	0	11	27	9	461	0	470	1	0	0	1	912
07:45 AM	0	389	**17**	406	26	0	18	**44**	12	**493**	0	**505**	**2**	0	2	4	959
08:00 AM	0	**467**	7	**474**	13	0	**19**	32	**18**	437	0	455	0	0	**5**	**5**	**966**
08:15 AM	0	395	12	407	**30**	0	12	42	11	392	0	403	0	0	3	3	855
Total Volume	0	1661	40	1701	85	0	60	145	50	1783	0	1833	3	0	10	13	3692
% App. Total	0	97.6	2.4		58.6	0	41.4		2.7	97.3	0		23.1	0	76.9		
PHF	.000	.889	.588	.897	.708	.000	.789	.824	.694	.904	.000	.907	.375	.000	.500	.650	.955

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Groups Printed- Truck

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11
07:15 AM	0	5	0	0	5	1	0	2	0	3	0	20	0	0	20	0	0	0	0	0	28
07:30 AM	0	8	0	0	8	0	0	1	0	1	0	20	0	0	20	0	0	0	0	0	29
07:45 AM	0	17	0	0	17	0	0	0	0	0	1	24	0	0	25	0	0	0	0	0	42
Total	0	35	0	0	35	1	0	3	0	4	2	69	0	0	71	0	0	0	0	0	110
08:00 AM	0	10	0	0	10	0	0	2	0	2	2	30	0	0	32	0	0	0	0	0	44
08:15 AM	0	13	0	0	13	1	0	1	0	2	0	20	0	0	20	0	0	0	0	0	35
08:30 AM	0	10	1	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
08:45 AM	0	13	0	0	13	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	29
Total	0	46	1	0	47	1	0	3	0	4	2	78	0	0	80	0	0	0	0	0	131
Grand Total	0	81	1	0	82	2	0	6	0	8	4	147	0	0	151	0	0	0	0	0	241
Apprch %	0	98.8	1.2	0		25	0	75	0		2.6	97.4	0	0		0	0	0	0		
Total %	0	33.6	0.4	0	34	0.8	0	2.5	0	3.3	1.7	61	0	0	62.7	0	0	0	0	0	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	0	8	0	0	1	1	0	20	0	20	0	0	0	0	29
07:45 AM	0	**17**	0	**17**	0	0	0	0	1	24	0	25	0	0	0	0	42
08:00 AM	0	10	0	10	0	0	**2**	**2**	**2**	**30**	0	**32**	0	0	0	0	**44**
08:15 AM	0	13	0	13	**1**	0	1	2	0	20	0	20	0	0	0	0	35
Total Volume	0	48	0	48	1	0	4	5	3	94	0	97	0	0	0	0	150
% App. Total	0	100	0		20	0	80		3.1	96.9	0		0	0	0		
PHF	.000	.706	.000	.706	.250	.000	.500	.625	.375	.783	.000	.758	.000	.000	.000	.000	.852

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Groups Printed- Combined

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	275	7	0	282	18	0	18	0	36	12	232	0	0	244	1	0	0	0	1	563
07:15 AM	0	334	3	1	338	11	0	15	0	26	10	412	0	0	422	1	0	2	1	4	790
07:30 AM	0	418	4	0	422	16	0	12	0	28	9	481	0	0	490	1	0	0	0	1	941
07:45 AM	0	406	17	0	423	26	0	18	1	45	13	517	0	0	530	2	0	2	0	4	1002
Total	0	1433	31	1	1465	71	0	63	1	135	44	1642	0	0	1686	5	0	4	1	10	3296
08:00 AM	0	477	7	0	484	13	0	21	0	34	20	467	0	0	487	0	0	5	0	5	1010
08:15 AM	0	408	12	0	420	31	0	13	0	44	11	412	0	0	423	0	0	3	0	3	890
08:30 AM	0	354	14	0	368	16	0	11	0	27	21	394	1	0	416	0	0	1	0	1	812
08:45 AM	1	364	14	0	379	27	0	16	0	43	16	390	0	0	406	5	0	2	0	7	835
Total	1	1603	47	0	1651	87	0	61	0	148	68	1663	1	0	1732	5	0	11	0	16	3547
Grand Total	1	3036	78	1	3116	158	0	124	1	283	112	3305	1	0	3418	10	0	15	1	26	6843
Apprch %	0	97.4	2.5	0		55.8	0	43.8	0.4		3.3	96.7	0	0		38.5	0	57.7	3.8		
Total %	0	44.4	1.1	0	45.5	2.3	0	1.8	0	4.1	1.6	48.3	0	0	49.9	0.1	0	0.2	0	0.4	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	418	4	422	16	0	12	28	9	481	0	490	1	0	0	1	941
07:45 AM	0	406	**17**	423	26	0	18	**44**	13	**517**	0	**530**	**2**	0	2	4	1001
08:00 AM	0	**477**	7	**484**	13	0	**21**	34	**20**	467	0	487	0	0	**5**	**5**	**1010**
08:15 AM	0	408	12	420	**31**	0	13	44	11	412	0	423	0	0	3	3	890
Total Volume	0	1709	40	1749	86	0	64	150	53	1877	0	1930	3	0	10	13	3842
% App. Total	0	97.7	2.3		57.3	0	42.7		2.7	97.3	0		23.1	0	76.9		
PHF	.000	.896	.588	.903	.694	.000	.762	.852	.663	.908	.000	.910	.375	.000	.500	.650	.951

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Groups Printed- Car

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	337	13	1	352	29	0	15	0	44	17	339	1	0	357	2	0	0	0	2	755
04:15 PM	0	353	21	1	375	18	0	23	0	41	19	346	0	0	365	3	0	7	0	10	791
04:30 PM	0	372	33	0	405	23	0	16	0	39	18	336	0	0	354	4	0	1	1	6	804
04:45 PM	0	414	33	0	447	15	0	23	0	38	18	362	0	0	380	2	0	6	0	8	873
Total	1	1476	100	2	1579	85	0	77	0	162	72	1383	1	0	1456	11	0	14	1	26	3223
05:00 PM	0	436	19	0	455	19	0	41	0	60	44	395	0	0	439	7	0	2	0	9	963
05:15 PM	0	415	23	1	439	23	0	21	0	44	20	419	0	0	439	7	0	0	0	7	929
05:30 PM	0	484	24	2	510	28	0	27	1	56	25	451	0	0	476	3	0	3	0	6	1048
05:45 PM	2	402	28	2	434	25	0	13	2	40	22	409	0	0	431	5	0	2	2	9	914
Total	2	1737	94	5	1838	95	0	102	3	200	111	1674	0	0	1785	22	0	7	2	31	3854
Grand Total	3	3213	194	7	3417	180	0	179	3	362	183	3057	1	0	3241	33	0	21	3	57	7077
Apprch %	0.1	94	5.7	0.2		49.7	0	49.4	0.8		5.6	94.3	0	0		57.9	0	36.8	5.3		
Total %	0	45.4	2.7	0.1	48.3	2.5	0	2.5	0	5.1	2.6	43.2	0	0	45.8	0.5	0	0.3	0	0.8	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	436	19	455	19	0	**41**	**60**	**44**	395	0	439	**7**	0	2	**9**	963
05:15 PM	0	415	23	438	23	0	21	44	20	419	0	439	7	0	0	7	928
05:30 PM	0	**484**	24	**508**	**28**	0	27	55	25	**451**	0	**476**	3	0	**3**	6	**1045**
05:45 PM	**2**	402	**28**	432	25	0	13	38	22	409	0	431	5	0	2	7	908
Total Volume	2	1737	94	1833	95	0	102	197	111	1674	0	1785	22	0	7	29	3844
% App. Total	0.1	94.8	5.1		48.2	0	51.8		6.2	93.8	0		75.9	0	24.1		
PHF	.250	.897	.839	.902	.848	.000	.622	.821	.631	.928	.000	.938	.786	.000	.583	.806	.920

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Groups Printed- Truck

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	16	0	0	16	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	28
04:15 PM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
04:30 PM	0	13	0	0	13	0	0	3	0	3	1	9	0	0	10	0	0	0	0	0	26
04:45 PM	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	19
Total	0	52	0	0	52	1	0	3	0	4	1	37	0	0	38	1	0	0	0	1	95
05:00 PM	0	10	1	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
05:15 PM	0	8	0	0	8	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	14
05:30 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
05:45 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
Total	0	32	1	0	33	0	0	1	0	1	1	16	0	0	17	0	0	0	0	0	51
Grand Total	0	84	1	0	85	1	0	4	0	5	2	53	0	0	55	1	0	0	0	1	146
Apprch %	0	98.8	1.2	0		20	0	80	0		3.6	96.4	0	0		100	0	0	0		
Total %	0	57.5	0.7	0	58.2	0.7	0	2.7	0	3.4	1.4	36.3	0	0	37.7	0.7	0	0	0	0.7	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**16**	0	**16**	**1**	0	0	1	0	**10**	0	**10**	**1**	0	0	**1**	**28**
04:15 PM	0	12	0	12	0	0	0	0	0	10	0	10	0	0	0	0	22
04:30 PM	0	13	0	13	0	0	**3**	**3**	**1**	9	0	10	0	0	0	0	26
04:45 PM	0	11	0	11	0	0	0	0	0	8	0	8	0	0	0	0	19
Total Volume	0	52	0	52	1	0	3	4	1	37	0	38	1	0	0	1	95
% App. Total	0	100	0		25	0	75		2.6	97.4	0		100	0	0		
PHF	.000	.813	.000	.813	.250	.000	.250	.333	.250	.925	.000	.950	.250	.000	.000	.250	.848

Peggy Malone & Associates

File Name : 2-Powerline Rd. and West Dr. PM
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Groups Printed- Combined

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	353	13	1	368	30	0	15	0	45	17	349	1	0	367	3	0	0	0	3	783
04:15 PM	0	365	21	1	387	18	0	23	0	41	19	356	0	0	375	3	0	7	0	10	813
04:30 PM	0	385	33	0	418	23	0	19	0	42	19	345	0	0	364	4	0	1	1	6	830
04:45 PM	0	425	33	0	458	15	0	23	0	38	18	370	0	0	388	2	0	6	0	8	892
Total	1	1528	100	2	1631	86	0	80	0	166	73	1420	1	0	1494	12	0	14	1	27	3318
05:00 PM	0	446	20	0	466	19	0	41	0	60	44	401	0	0	445	7	0	2	0	9	980
05:15 PM	0	423	23	1	447	23	0	22	0	45	21	423	0	0	444	7	0	0	0	7	943
05:30 PM	0	491	24	2	517	28	0	27	1	56	25	455	0	0	480	3	0	3	0	6	1059
05:45 PM	2	409	28	2	441	25	0	13	2	40	22	411	0	0	433	5	0	2	2	9	923
Total	2	1769	95	5	1871	95	0	103	3	201	112	1690	0	0	1802	22	0	7	2	31	3905
Grand Total	3	3297	195	7	3502	181	0	183	3	367	185	3110	1	0	3296	34	0	21	3	58	7223
Apprch %	0.1	94.1	5.6	0.2		49.3	0	49.9	0.8		5.6	94.4	0	0		58.6	0	36.2	5.2		
Total %	0	45.6	2.7	0.1	48.5	2.5	0	2.5	0	5.1	2.6	43.1	0	0	45.6	0.5	0	0.3	0	0.8	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	446	20	466	19	0	**41**	**60**	**44**	401	0	445	**7**	0	2	**9**	980
05:15 PM	0	423	23	446	23	0	22	45	21	423	0	444	7	0	0	7	942
05:30 PM	0	**491**	24	**515**	**28**	0	27	55	25	**455**	0	**480**	3	0	**3**	6	**1056**
05:45 PM	**2**	409	**28**	439	25	0	13	38	22	411	0	433	5	0	2	7	917
Total Volume	2	1769	95	1866	95	0	103	198	112	1690	0	1802	22	0	7	29	3895
% App. Total	0.1	94.8	5.1		48	0	52		6.2	93.8	0		75.9	0	24.1		
PHF	.250	.901	.848	.906	.848	.000	.628	.825	.636	.929	.000	.939	.786	.000	.583	.806	.922

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North AM
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Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	6	0	0	6	18	0	0	18	24
07:15 AM	0	0	0	0	8	0	0	8	6	0	0	6	14
07:30 AM	0	0	0	0	2	0	0	2	11	0	0	11	13
07:45 AM	0	0	0	0	2	0	1	3	14	0	0	14	17
Total	0	0	0	0	18	0	1	19	49	0	0	49	68
08:00 AM	0	0	0	0	3	0	0	3	20	0	0	20	23
08:15 AM	0	0	0	0	9	0	0	9	40	0	0	40	49
08:30 AM	0	0	0	0	6	0	0	6	15	0	0	15	21
08:45 AM	0	0	0	0	16	0	0	16	21	0	0	21	37
Total	0	0	0	0	34	0	0	34	96	0	0	96	130
Grand Total	0	0	0	0	52	0	1	53	145	0	0	145	198
Apprch %	0	0	0		98.1	0	1.9		100	0	0		
Total %	0	0	0	0	26.3	0	0.5	26.8	73.2	0	0	73.2	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	3	0	3	20	0	20	23
08:15 AM	0	0	0	9	0	9	**40**	0	**40**	**49**
08:30 AM	0	0	0	6	0	6	15	0	15	21
08:45 AM	0	0	0	**16**	0	**16**	21	0	21	37
Total Volume	0	0	0	34	0	34	96	0	96	130
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.531	.000	.531	.600	.000	.600	.663

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North AM
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Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	1	0	0	1	2	0	0	2	3
08:00 AM	0	0	0	0	3	0	0	3	1	0	0	1	4
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	0	4	1	0	0	1	5
Grand Total	0	0	0	0	5	0	0	5	3	0	0	3	8
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	62.5	0	0	62.5	37.5	0	0	37.5	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	1	0	1	2
08:00 AM	0	0	0	**3**	0	**3**	1	0	1	**4**
Total Volume	0	0	0	4	0	4	3	0	3	7
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.333	.000	.333	.750	.000	.750	.438

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North AM
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Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	6	0	0	6	18	0	0	18	24
07:15 AM	0	0	0	0	8	0	0	8	7	0	0	7	15
07:30 AM	0	0	0	0	2	0	0	2	11	0	0	11	13
07:45 AM	0	0	0	0	3	0	1	4	15	0	0	15	19
Total	0	0	0	0	19	0	1	20	51	0	0	51	71
08:00 AM	0	0	0	0	6	0	0	6	21	0	0	21	27
08:15 AM	0	0	0	0	10	0	0	10	40	0	0	40	50
08:30 AM	0	0	0	0	6	0	0	6	15	0	0	15	21
08:45 AM	0	0	0	0	16	0	0	16	21	0	0	21	37
Total	0	0	0	0	38	0	0	38	97	0	0	97	135
Grand Total	0	0	0	0	57	0	1	58	148	0	0	148	206
Apprch %	0	0	0		98.3	0	1.7		100	0	0		
Total %	0	0	0	0	27.7	0	0.5	28.2	71.8	0	0	71.8	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	6	0	6	21	0	21	27
08:15 AM	0	0	0	10	0	10	**40**	0	**40**	**50**
08:30 AM	0	0	0	6	0	6	15	0	15	21
08:45 AM	0	0	0	**16**	0	**16**	21	0	21	37
Total Volume	0	0	0	38	0	38	97	0	97	135
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.594	.000	.594	.606	.000	.606	.675

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North PM
Site Code :
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Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	13	1	0	14	2	0	0	2	16
04:15 PM	0	0	0	0	13	0	0	13	8	0	0	8	21
04:30 PM	0	0	0	0	13	0	2	15	2	0	0	2	17
04:45 PM	0	0	0	0	22	0	0	22	1	0	0	1	23
Total	0	0	0	0	61	1	2	64	13	0	0	13	77
05:00 PM	0	0	0	0	49	0	0	49	1	0	0	1	50
05:15 PM	0	0	0	0	21	0	1	22	0	0	0	0	22
05:30 PM	0	0	0	0	43	0	2	45	5	0	0	5	50
05:45 PM	0	0	0	0	15	0	2	17	1	0	0	1	18
Total	0	0	0	0	128	0	5	133	7	0	0	7	140
Grand Total	0	0	0	0	189	1	7	197	20	0	0	20	217
Apprch %	0	0	0		95.9	0.5	3.6		100	0	0		
Total %	0	0	0	0	87.1	0.5	3.2	90.8	9.2	0	0	9.2	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	22	0	22	1	0	1	23
05:00 PM	0	0	0	**49**	0	**49**	1	0	1	**50**
05:15 PM	0	0	0	21	0	21	0	0	0	21
05:30 PM	0	0	0	43	0	43	**5**	0	**5**	48
Total Volume	0	0	0	135	0	135	7	0	7	142
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.689	.000	.689	.350	.000	.350	.710

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North PM
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Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	3	0	0	3	4
04:30 PM	0	0	0	0	3	0	0	3	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	0	4	4	0	0	4	8
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	5	0	0	5	4	0	0	4	9
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	55.6	0	0	55.6	44.4	0	0	44.4	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	1	0	1	**3**	0	**3**	**4**
04:30 PM	0	0	0	**3**	0	**3**	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	5	0	5	4	0	4	9
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.417	.000	.417	.333	.000	.333	.563

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North PM
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Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	13	1	0	14	2	0	0	2	16
04:15 PM	0	0	0	0	14	0	0	14	11	0	0	11	25
04:30 PM	0	0	0	0	16	0	2	18	3	0	0	3	21
04:45 PM	0	0	0	0	22	0	0	22	1	0	0	1	23
Total	0	0	0	0	65	1	2	68	17	0	0	17	85
05:00 PM	0	0	0	0	50	0	0	50	1	0	0	1	51
05:15 PM	0	0	0	0	21	0	1	22	0	0	0	0	22
05:30 PM	0	0	0	0	43	0	2	45	5	0	0	5	50
05:45 PM	0	0	0	0	15	0	2	17	1	0	0	1	18
Total	0	0	0	0	129	0	5	134	7	0	0	7	141
Grand Total	0	0	0	0	194	1	7	202	24	0	0	24	226
Apprch %	0	0	0		96	0.5	3.5		100	0	0		
Total %	0	0	0	0	85.8	0.4	3.1	89.4	10.6	0	0	10.6	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	22	0	22	1	0	1	23
05:00 PM	0	0	0	**50**	0	**50**	1	0	1	**51**
05:15 PM	0	0	0	21	0	21	0	0	0	21
05:30 PM	0	0	0	43	0	43	**5**	0	**5**	48
Total Volume	0	0	0	136	0	136	7	0	7	143
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.680	.000	.680	.350	.000	.350	.701

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South AM
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Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	0	1	0	1	5
07:15 AM	0	11	0	11	0	0	0	0	3	0	0	0	3	14
07:30 AM	0	5	0	5	0	0	1	1	0	0	0	0	0	6
07:45 AM	0	15	0	15	0	0	0	0	1	0	1	0	2	17
Total	0	35	0	35	0	0	1	1	4	0	2	0	6	42
08:00 AM	0	19	0	19	1	0	0	1	4	0	0	0	4	24
08:15 AM	0	22	0	22	0	0	0	0	0	0	0	0	0	22
08:30 AM	0	19	0	19	0	0	0	0	3	0	0	0	3	22
08:45 AM	0	18	0	18	0	0	0	0	1	0	0	0	1	19
Total	0	78	0	78	1	0	0	1	8	0	0	0	8	87
Grand Total	0	113	0	113	1	0	1	2	12	0	2	0	14	129
Apprch %	0	100	0		50	0	50		85.7	0	14.3	0		
Total %	0	87.6	0	87.6	0.8	0	0.8	1.6	9.3	0	1.6	0	10.9	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	19	19	**1**	0	**1**	**4**	0	0	**4**	**24**
08:15 AM	0	**22**	**22**	0	0	0	0	0	0	0	22
08:30 AM	0	19	19	0	0	0	3	0	0	3	22
08:45 AM	0	18	18	0	0	0	1	0	0	1	19
Total Volume	0	78	78	1	0	1	8	0	0	8	87
% App. Total	0	100		100	0		100	0	0		
PHF	.000	.886	.886	.250	.000	.250	.500	.000	.000	.500	.906

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South AM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	0	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0	0		
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.500

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South AM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	0	1	0	1	5
07:15 AM	0	11	0	11	0	0	0	0	3	0	0	0	3	14
07:30 AM	0	5	0	5	0	0	1	1	0	0	0	0	0	6
07:45 AM	0	15	0	15	0	0	0	0	1	0	1	0	2	17
Total	0	35	0	35	0	0	1	1	4	0	2	0	6	42
08:00 AM	0	20	0	20	1	0	0	1	4	0	0	0	4	25
08:15 AM	0	22	0	22	0	0	0	0	0	0	0	0	0	22
08:30 AM	0	19	0	19	0	0	0	0	3	0	0	0	3	22
08:45 AM	0	19	0	19	0	0	0	0	1	0	0	0	1	20
Total	0	80	0	80	1	0	0	1	8	0	0	0	8	89
Grand Total	0	115	0	115	1	0	1	2	12	0	2	0	14	131
Apprch %	0	100	0		50	0	50		85.7	0	14.3	0		
Total %	0	87.8	0	87.8	0.8	0	0.8	1.5	9.2	0	1.5	0	10.7	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	20	20	**1**	0	**1**	**4**	0	0	**4**	**25**
08:15 AM	0	**22**	**22**	0	0	0	0	0	0	0	22
08:30 AM	0	19	19	0	0	0	3	0	0	3	22
08:45 AM	0	19	19	0	0	0	1	0	0	1	20
Total Volume	0	80	80	1	0	1	8	0	0	8	89
% App. Total	0	100		100	0		100	0	0		
PHF	.000	.909	.909	.250	.000	.250	.500	.000	.000	.500	.890

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	1	0	1	0	2	4
Total	0	11	0	11	0	0	2	2	1	0	1	0	2	15
05:00 PM	0	2	0	2	3	0	0	3	0	0	0	0	0	5
05:15 PM	0	2	0	2	0	0	1	1	3	0	0	0	3	6
05:30 PM	0	1	0	1	0	0	1	1	1	0	0	0	1	3
05:45 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
Total	0	6	0	6	3	0	4	7	4	0	0	0	4	17
Grand Total	0	17	0	17	3	0	6	9	5	0	1	0	6	32
Apprch %	0	100	0		33.3	0	66.7		83.3	0	16.7	0		
Total %	0	53.1	0	53.1	9.4	0	18.8	28.1	15.6	0	3.1	0	18.8	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	**6**	**6**	0	0	0	0	0	0	0	**6**
04:30 PM	0	1	1	0	0	0	0	0	0	0	1
04:45 PM	0	2	2	0	0	0	**1**	0	**1**	**2**	4
05:00 PM	0	2	2	**3**	0	**3**	0	0	0	0	5
Total Volume	0	11	11	3	0	3	1	0	1	2	16
% App. Total	0	100		100	0		50	0	50		
PHF	.000	.458	.458	.250	.000	.250	.250	.000	.250	.250	.667

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	1	0	0	0	1	4
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Grand Total	0	3	0	3	1	0	0	1	2	0	0	0	2	6
Apprch %	0	100	0		100	0	0		100	0	0	0		
Total %	0	50	0	50	16.7	0	0	16.7	33.3	0	0	0	33.3	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	1	1	0	0	0	**1**	0	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**2**	**2**	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	3	3	1	0	1	1	0	0	1	5
% App. Total	0	100		100	0		100	0	0		
PHF	.000	.375	.375	.250	.000	.250	.250	.000	.000	.250	.625

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South PM
Site Code :
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Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	7	0	7	0	0	0	0	1	0	0	0	1	8
04:30 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
04:45 PM	0	4	0	4	0	0	0	0	1	0	1	0	2	6
Total	0	14	0	14	0	0	2	2	2	0	1	0	3	19
05:00 PM	0	2	0	2	4	0	0	4	0	0	0	0	0	6
05:15 PM	0	2	0	2	0	0	1	1	3	0	0	0	3	6
05:30 PM	0	1	0	1	0	0	1	1	2	0	0	0	2	4
05:45 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
Total	0	6	0	6	4	0	4	8	5	0	0	0	5	19
Grand Total	0	20	0	20	4	0	6	10	7	0	1	0	8	38
Apprch %	0	100	0		40	0	60		87.5	0	12.5	0		
Total %	0	52.6	0	52.6	10.5	0	15.8	26.3	18.4	0	2.6	0	21.1	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	**7**	**7**	0	0	0	**1**	0	0	1	**8**
04:30 PM	0	1	1	0	0	0	0	0	0	0	1
04:45 PM	0	4	4	0	0	0	1	0	**1**	**2**	6
05:00 PM	0	2	2	**4**	0	**4**	0	0	0	0	6
Total Volume	0	14	14	4	0	4	2	0	1	3	21
% App. Total	0	100		100	0		66.7	0	33.3		
PHF	.000	.500	.500	.250	.000	.250	.500	.000	.250	.375	.656

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Industrial Park and SW 10th St AM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	2	0	4	13	214	0	227	521	7	0	528	759
07:15 AM	3	0	0	3	6	269	0	275	586	7	0	593	871
07:30 AM	5	2	0	7	10	342	0	352	543	8	0	551	910
07:45 AM	4	2	0	6	13	319	0	332	491	25	0	516	854
Total	14	6	0	20	42	1144	0	1186	2141	47	0	2188	3394
08:00 AM	5	4	0	9	18	266	0	284	528	23	0	551	844
08:15 AM	9	2	0	11	10	313	0	323	502	10	0	512	846
08:30 AM	2	2	0	4	18	275	0	293	523	21	0	544	841
08:45 AM	2	2	0	4	21	278	0	299	501	27	0	528	831
Total	18	10	0	28	67	1132	0	1199	2054	81	0	2135	3362
Grand Total	32	16	0	48	109	2276	0	2385	4195	128	0	4323	6756
Apprch %	66.7	33.3	0		4.6	95.4	0		97	3	0		
Total %	0.5	0.2	0	0.7	1.6	33.7	0	35.3	62.1	1.9	0	64	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	0	3	6	269	275	**586**	7	**593**	871
07:30 AM	**5**	2	7	10	**342**	**352**	543	8	551	**910**
07:45 AM	4	2	6	13	319	332	491	**25**	516	854
08:00 AM	5	**4**	**9**	**18**	266	284	528	23	551	844
Total Volume	17	8	25	47	1196	1243	2148	63	2211	3479
% App. Total	68	32		3.8	96.2		97.2	2.8		
PHF	.850	.500	.694	.653	.874	.883	.916	.630	.932	.956

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Industrial Park and SW 10th St AM
Site Code :
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Groups Printed- Truck

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	1	0	11	0	11	14	0	0	14	26
07:15 AM	5	0	0	5	0	9	0	9	17	0	0	17	31
07:30 AM	1	0	0	1	0	25	0	25	17	1	0	18	44
07:45 AM	2	1	0	3	1	14	0	15	24	2	0	26	44
Total	8	2	0	10	1	59	0	60	72	3	0	75	145
08:00 AM	2	0	0	2	2	16	0	18	18	0	0	18	38
08:15 AM	2	0	0	2	1	13	0	14	15	0	0	15	31
08:30 AM	0	0	0	0	2	9	0	11	23	0	0	23	34
08:45 AM	2	0	0	2	0	17	0	17	18	0	0	18	37
Total	6	0	0	6	5	55	0	60	74	0	0	74	140
Grand Total	14	2	0	16	6	114	0	120	146	3	0	149	285
Apprch %	87.5	12.5	0		5	95	0		98	2	0		
Total %	4.9	0.7	0	5.6	2.1	40	0	42.1	51.2	1.1	0	52.3	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**5**	0	**5**	0	9	9	17	0	17	31
07:30 AM	1	0	1	0	**25**	**25**	17	1	18	**44**
07:45 AM	2	**1**	3	1	14	15	**24**	**2**	**26**	44
08:00 AM	2	0	2	**2**	16	18	18	0	18	38
Total Volume	10	1	11	3	64	67	76	3	79	157
% App. Total	90.9	9.1		4.5	95.5		96.2	3.8		
PHF	.500	.250	.550	.375	.640	.670	.792	.375	.760	.892

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Industrial Park and SW 10th St AM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Combined

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	3	0	5	13	225	0	238	535	7	0	542	785
07:15 AM	8	0	0	8	6	278	0	284	603	7	0	610	902
07:30 AM	6	2	0	8	10	367	0	377	560	9	0	569	954
07:45 AM	6	3	0	9	14	333	0	347	515	27	0	542	898
Total	22	8	0	30	43	1203	0	1246	2213	50	0	2263	3539
08:00 AM	7	4	0	11	20	282	0	302	546	23	0	569	882
08:15 AM	11	2	0	13	11	326	0	337	517	10	0	527	877
08:30 AM	2	2	0	4	20	284	0	304	546	21	0	567	875
08:45 AM	4	2	0	6	21	295	0	316	519	27	0	546	868
Total	24	10	0	34	72	1187	0	1259	2128	81	0	2209	3502
Grand Total	46	18	0	64	115	2390	0	2505	4341	131	0	4472	7041
Apprch %	71.9	28.1	0		4.6	95.4	0		97.1	2.9	0		
Total %	0.7	0.3	0	0.9	1.6	33.9	0	35.6	61.7	1.9	0	63.5	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**8**	0	8	6	278	284	**603**	7	**610**	902
07:30 AM	6	2	8	10	**367**	**377**	560	9	569	**954**
07:45 AM	6	3	9	14	333	347	515	**27**	542	898
08:00 AM	7	**4**	**11**	**20**	282	302	546	23	569	882
Total Volume	27	9	36	50	1260	1310	2224	66	2290	3636
% App. Total	75	25		3.8	96.2		97.1	2.9		
PHF	.844	.563	.818	.625	.858	.869	.922	.611	.939	.953

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Industrial Park and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Car

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	2	0	9	5	439	0	444	313	7	0	320	773
04:15 PM	8	7	0	15	1	432	0	433	344	4	0	348	796
04:30 PM	18	21	1	40	8	449	0	457	371	5	0	376	873
04:45 PM	26	13	0	39	0	492	0	492	310	5	0	315	846
Total	59	43	1	103	14	1812	0	1826	1338	21	0	1359	3288
05:00 PM	27	20	0	47	3	525	0	528	340	4	0	344	919
05:15 PM	20	9	0	29	1	538	0	539	406	7	0	413	981
05:30 PM	31	11	0	42	1	519	0	520	372	6	0	378	940
05:45 PM	12	6	0	18	1	522	0	523	393	5	0	398	939
Total	90	46	0	136	6	2104	0	2110	1511	22	0	1533	3779
Grand Total	149	89	1	239	20	3916	0	3936	2849	43	0	2892	7067
Apprch %	62.3	37.2	0.4		0.5	99.5	0		98.5	1.5	0		
Total %	2.1	1.3	0	3.4	0.3	55.4	0	55.7	40.3	0.6	0	40.9	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	27	**20**	**47**	**3**	525	528	340	4	344	919
05:15 PM	20	9	29	1	**538**	**539**	**406**	**7**	**413**	**981**
05:30 PM	**31**	11	42	1	519	520	372	6	378	940
05:45 PM	12	6	18	1	522	523	393	5	398	939
Total Volume	90	46	136	6	2104	2110	1511	22	1533	3779
% App. Total	66.2	33.8		0.3	99.7		98.6	1.4		
PHF	.726	.575	.723	.500	.978	.979	.930	.786	.928	.963

Peggy Malone & Associates, Inc.
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File Name : 5-Industrial Park and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Truck

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	1	0	2	2	13	0	15	19	0	0	19	36
04:15 PM	2	0	0	2	0	24	0	24	8	3	0	11	37
04:30 PM	1	0	0	1	0	14	0	14	16	3	0	19	34
04:45 PM	2	1	0	3	0	23	0	23	5	0	0	5	31
Total	6	2	0	8	2	74	0	76	48	6	0	54	138
05:00 PM	0	2	0	2	2	8	0	10	19	3	0	22	34
05:15 PM	3	0	0	3	1	8	0	9	9	0	0	9	21
05:30 PM	0	0	0	0	0	14	0	14	14	0	0	14	28
05:45 PM	0	2	0	2	0	7	0	7	12	0	0	12	21
Total	3	4	0	7	3	37	0	40	54	3	0	57	104
Grand Total	9	6	0	15	5	111	0	116	102	9	0	111	242
Apprch %	60	40	0		4.3	95.7	0		91.9	8.1	0		
Total %	3.7	2.5	0	6.2	2.1	45.9	0	47.9	42.1	3.7	0	45.9	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	**1**	2	**2**	13	15	**19**	0	**19**	36
04:15 PM	**2**	0	2	0	**24**	**24**	8	**3**	11	**37**
04:30 PM	1	0	1	0	14	14	16	3	19	34
04:45 PM	2	1	**3**	0	23	23	5	0	5	31
Total Volume	6	2	8	2	74	76	48	6	54	138
% App. Total	75	25		2.6	97.4		88.9	11.1		
PHF	.750	.500	.667	.250	.771	.792	.632	.500	.711	.932

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File Name : 5-Industrial Park and SW 10th St PM
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Start Date : 10/20/2016
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Groups Printed- Combined

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	3	0	11	7	452	0	459	332	7	0	339	809
04:15 PM	10	7	0	17	1	456	0	457	352	7	0	359	833
04:30 PM	19	21	1	41	8	463	0	471	387	8	0	395	907
04:45 PM	28	14	0	42	0	515	0	515	315	5	0	320	877
Total	65	45	1	111	16	1886	0	1902	1386	27	0	1413	3426
05:00 PM	27	22	0	49	5	533	0	538	359	7	0	366	953
05:15 PM	23	9	0	32	2	546	0	548	415	7	0	422	1002
05:30 PM	31	11	0	42	1	533	0	534	386	6	0	392	968
05:45 PM	12	8	0	20	1	529	0	530	405	5	0	410	960
Total	93	50	0	143	9	2141	0	2150	1565	25	0	1590	3883
Grand Total	158	95	1	254	25	4027	0	4052	2951	52	0	3003	7309
Apprch %	62.2	37.4	0.4		0.6	99.4	0		98.3	1.7	0		
Total %	2.2	1.3	0	3.5	0.3	55.1	0	55.4	40.4	0.7	0	41.1	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	27	**22**	**49**	**5**	533	538	359	**7**	366	953
05:15 PM	23	9	32	2	**546**	**548**	**415**	7	**422**	**1002**
05:30 PM	**31**	11	42	1	533	534	386	6	392	968
05:45 PM	12	8	20	1	529	530	405	5	410	960
Total Volume	93	50	143	9	2141	2150	1565	25	1590	3883
% App. Total	65	35		0.4	99.6		98.4	1.6		
PHF	.750	.568	.730	.450	.980	.981	.943	.893	.942	.969

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File Name : 6-SW 30th Ave. and SW 10th St AM
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Groups Printed- Car

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	220	34	0	254	18	1	0	19	11	514	0	525	798
07:15 AM	274	22	0	296	6	2	0	8	6	582	0	588	892
07:30 AM	348	18	0	366	24	4	0	28	6	527	0	533	927
07:45 AM	317	27	0	344	12	1	0	13	13	479	0	492	849
Total	1159	101	0	1260	60	8	0	68	36	2102	0	2138	3466
08:00 AM	272	19	0	291	7	3	0	10	9	526	0	535	836
08:15 AM	318	14	0	332	7	3	0	10	6	491	0	497	839
08:30 AM	275	18	0	293	8	4	0	12	11	501	0	512	817
08:45 AM	287	40	0	327	9	3	0	12	8	494	0	502	841
Total	1152	91	0	1243	31	13	0	44	34	2012	0	2046	3333
Grand Total	2311	192	0	2503	91	21	0	112	70	4114	0	4184	6799
Apprch %	92.3	7.7	0		81.2	18.8	0		1.7	98.3	0		
Total %	34	2.8	0	36.8	1.3	0.3	0	1.6	1	60.5	0	61.5	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	274	22	296	6	2	8	6	**582**	**588**	892
07:30 AM	**348**	18	**366**	**24**	**4**	**28**	6	527	533	**927**
07:45 AM	317	**27**	344	12	1	13	**13**	479	492	849
08:00 AM	272	19	291	7	3	10	9	526	535	836
Total Volume	1211	86	1297	49	10	59	34	2114	2148	3504
% App. Total	93.4	6.6		83.1	16.9		1.6	98.4		
PHF	.870	.796	.886	.510	.625	.527	.654	.908	.913	.945

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File Name : 6-SW 30th Ave. and SW 10th St AM
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Groups Printed- Truck

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	11	0	0	11	0	0	0	0	0	15	0	15	26
07:15 AM	9	0	0	9	1	0	0	1	1	17	0	18	28
07:30 AM	18	5	0	23	0	0	0	0	2	15	0	17	40
07:45 AM	11	0	0	11	0	0	0	0	1	21	0	22	33
Total	49	5	0	54	1	0	0	1	4	68	0	72	127
08:00 AM	19	1	0	20	2	0	0	2	0	19	0	19	41
08:15 AM	19	0	0	19	2	1	0	3	0	20	0	20	42
08:30 AM	12	0	0	12	1	0	0	1	1	21	0	22	35
08:45 AM	22	4	0	26	7	0	0	7	1	18	0	19	52
Total	72	5	0	77	12	1	0	13	2	78	0	80	170
Grand Total	121	10	0	131	13	1	0	14	6	146	0	152	297
Apprch %	92.4	7.6	0		92.9	7.1	0		3.9	96.1	0		
Total %	40.7	3.4	0	44.1	4.4	0.3	0	4.7	2	49.2	0	51.2	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	19	1	20	2	0	2	0	19	19	41
08:15 AM	19	0	19	2	**1**	3	0	20	20	42
08:30 AM	12	0	12	1	0	1	**1**	**21**	**22**	35
08:45 AM	**22**	**4**	**26**	**7**	0	**7**	1	18	19	**52**
Total Volume	72	5	77	12	1	13	2	78	80	170
% App. Total	93.5	6.5		92.3	7.7		2.5	97.5		
PHF	.818	.313	.740	.429	.250	.464	.500	.929	.909	.817

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File Name : 6-SW 30th Ave. and SW 10th St AM
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Groups Printed- Combined

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	231	34	0	265	18	1	0	19	11	529	0	540	824
07:15 AM	283	22	0	305	7	2	0	9	7	599	0	606	920
07:30 AM	366	23	0	389	24	4	0	28	8	542	0	550	967
07:45 AM	328	27	0	355	12	1	0	13	14	500	0	514	882
Total	1208	106	0	1314	61	8	0	69	40	2170	0	2210	3593
08:00 AM	291	20	0	311	9	3	0	12	9	545	0	554	877
08:15 AM	337	14	0	351	9	4	0	13	6	511	0	517	881
08:30 AM	287	18	0	305	9	4	0	13	12	522	0	534	852
08:45 AM	309	44	0	353	16	3	0	19	9	512	0	521	893
Total	1224	96	0	1320	43	14	0	57	36	2090	0	2126	3503
Grand Total	2432	202	0	2634	104	22	0	126	76	4260	0	4336	7096
Apprch %	92.3	7.7	0		82.5	17.5	0		1.8	98.2	0		
Total %	34.3	2.8	0	37.1	1.5	0.3	0	1.8	1.1	60	0	61.1	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	283	22	305	7	2	9	7	**599**	**606**	920
07:30 AM	**366**	23	**389**	**24**	**4**	**28**	8	542	550	**967**
07:45 AM	328	**27**	355	12	1	13	**14**	500	514	882
08:00 AM	291	20	311	9	3	12	9	545	554	877
Total Volume	1268	92	1360	52	10	62	38	2186	2224	3646
% App. Total	93.2	6.8		83.9	16.1		1.7	98.3		
PHF	.866	.852	.874	.542	.625	.554	.679	.912	.917	.943

Peggy Malone & Associates, Inc.
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Groups Printed- Car

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	420	10	0	430	20	4	1	25	2	314	0	316	771
04:15 PM	419	8	0	427	20	3	0	23	4	343	0	347	797
04:30 PM	439	5	0	444	22	5	0	27	5	374	0	379	850
04:45 PM	467	5	0	472	22	9	0	31	3	313	0	316	819
Total	1745	28	0	1773	84	21	1	106	14	1344	0	1358	3237
05:00 PM	510	6	0	516	65	10	0	75	3	350	0	353	944
05:15 PM	518	12	0	530	20	3	0	23	1	413	0	414	967
05:30 PM	521	3	0	524	33	5	0	38	1	376	0	377	939
05:45 PM	525	5	0	530	19	2	0	21	4	393	0	397	948
Total	2074	26	0	2100	137	20	0	157	9	1532	0	1541	3798
Grand Total	3819	54	0	3873	221	41	1	263	23	2876	0	2899	7035
Apprch %	98.6	1.4	0		84	15.6	0.4		0.8	99.2	0		
Total %	54.3	0.8	0	55.1	3.1	0.6	0	3.7	0.3	40.9	0	41.2	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	510	6	516	**65**	**10**	**75**	3	350	353	944
05:15 PM	518	**12**	**530**	20	3	23	1	**413**	**414**	**967**
05:30 PM	521	3	524	33	5	38	1	376	377	939
05:45 PM	**525**	5	530	19	2	21	**4**	393	397	948
Total Volume	2074	26	2100	137	20	157	9	1532	1541	3798
% App. Total	98.8	1.2		87.3	12.7		0.6	99.4		
PHF	.988	.542	.991	.527	.500	.523	.563	.927	.931	.982

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File Name : 6-SW 30th Ave. and SW 10th St PM
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Groups Printed- Truck

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	16	1	0	17	4	1	0	5	1	18	0	19	41
04:15 PM	21	3	0	24	1	0	0	1	0	13	0	13	38
04:30 PM	12	3	0	15	1	1	0	2	2	16	0	18	35
04:45 PM	22	3	0	25	1	1	0	2	1	7	0	8	35
Total	71	10	0	81	7	3	0	10	4	54	0	58	149
05:00 PM	12	2	0	14	2	0	0	2	1	18	0	19	35
05:15 PM	13	1	0	14	0	0	0	0	0	9	0	9	23
05:30 PM	10	1	0	11	2	0	0	2	0	14	0	14	27
05:45 PM	7	2	0	9	1	0	0	1	3	9	0	12	22
Total	42	6	0	48	5	0	0	5	4	50	0	54	107
Grand Total	113	16	0	129	12	3	0	15	8	104	0	112	256
Apprch %	87.6	12.4	0		80	20	0		7.1	92.9	0		
Total %	44.1	6.2	0	50.4	4.7	1.2	0	5.9	3.1	40.6	0	43.8	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	16	1	17	**4**	**1**	**5**	1	**18**	**19**	**41**
04:15 PM	21	**3**	24	1	0	1	0	13	13	38
04:30 PM	12	3	15	1	1	2	**2**	16	18	35
04:45 PM	**22**	3	**25**	1	1	2	1	7	8	35
Total Volume	71	10	81	7	3	10	4	54	58	149
% App. Total	87.7	12.3		70	30		6.9	93.1		
PHF	.807	.833	.810	.438	.750	.500	.500	.750	.763	.909

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File Name : 6-SW 30th Ave. and SW 10th St PM
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Groups Printed- Combined

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	436	11	0	447	24	5	1	30	3	332	0	335	812
04:15 PM	440	11	0	451	21	3	0	24	4	356	0	360	835
04:30 PM	451	8	0	459	23	6	0	29	7	390	0	397	885
04:45 PM	489	8	0	497	23	10	0	33	4	320	0	324	854
Total	1816	38	0	1854	91	24	1	116	18	1398	0	1416	3386
05:00 PM	522	8	0	530	67	10	0	77	4	368	0	372	979
05:15 PM	531	13	0	544	20	3	0	23	1	422	0	423	990
05:30 PM	531	4	0	535	35	5	0	40	1	390	0	391	966
05:45 PM	532	7	0	539	20	2	0	22	7	402	0	409	970
Total	2116	32	0	2148	142	20	0	162	13	1582	0	1595	3905
Grand Total	3932	70	0	4002	233	44	1	278	31	2980	0	3011	7291
Apprch %	98.3	1.7	0		83.8	15.8	0.4		1	99	0		
Total %	53.9	1	0	54.9	3.2	0.6	0	3.8	0.4	40.9	0	41.3	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	522	8	530	**67**	**10**	**77**	4	368	372	979
05:15 PM	531	**13**	**544**	20	3	23	1	**422**	**423**	**990**
05:30 PM	531	4	535	35	5	40	1	390	391	966
05:45 PM	**532**	7	539	20	2	22	**7**	402	409	970
Total Volume	2116	32	2148	142	20	162	13	1582	1595	3905
% App. Total	98.5	1.5		87.7	12.3		0.8	99.2		
PHF	.994	.615	.987	.530	.500	.526	.464	.937	.943	.986

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Groups Printed- Car

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	269	3	0	272	23	14	0	37	1	529	0	530	839
07:15 AM	272	0	0	272	13	25	0	38	5	575	0	580	890
07:30 AM	345	2	0	347	21	21	0	42	7	523	0	530	919
07:45 AM	330	3	0	333	8	17	0	25	11	481	0	492	850
Total	1216	8	0	1224	65	77	0	142	24	2108	0	2132	3498
08:00 AM	260	2	0	262	9	20	0	29	8	522	0	530	821
08:15 AM	293	1	0	294	6	15	0	21	6	493	0	499	814
08:30 AM	282	0	0	282	6	19	0	25	5	504	0	509	816
08:45 AM	288	4	0	292	13	15	0	28	9	497	0	506	826
Total	1123	7	0	1130	34	69	0	103	28	2016	0	2044	3277
Grand Total	2339	15	0	2354	99	146	0	245	52	4124	0	4176	6775
Apprch %	99.4	0.6	0		40.4	59.6	0		1.2	98.8	0		
Total %	34.5	0.2	0	34.7	1.5	2.2	0	3.6	0.8	60.9	0	61.6	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	269	**3**	272	**23**	14	37	1	529	530	839
07:15 AM	272	0	272	13	**25**	38	5	**575**	**580**	890
07:30 AM	**345**	2	**347**	21	21	**42**	7	523	530	**919**
07:45 AM	330	3	333	8	17	25	**11**	481	492	850
Total Volume	1216	8	1224	65	77	142	24	2108	2132	3498
% App. Total	99.3	0.7		45.8	54.2		1.1	98.9		
PHF	.881	.667	.882	.707	.770	.845	.545	.917	.919	.952

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Groups Printed- Truck

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	11	0	0	11	0	0	0	0	0	16	0	16	27
07:15 AM	10	0	0	10	0	0	0	0	0	17	0	17	27
07:30 AM	21	0	0	21	0	1	0	1	0	16	0	16	38
07:45 AM	12	0	0	12	0	1	0	1	0	22	0	22	35
Total	54	0	0	54	0	2	0	2	0	71	0	71	127
08:00 AM	20	0	0	20	0	0	0	0	1	21	0	22	42
08:15 AM	14	1	0	15	0	0	0	0	0	21	0	21	36
08:30 AM	12	0	0	12	1	0	0	1	2	22	0	24	37
08:45 AM	24	0	0	24	0	0	0	0	0	24	0	24	48
Total	70	1	0	71	1	0	0	1	3	88	0	91	163
Grand Total	124	1	0	125	1	2	0	3	3	159	0	162	290
Apprch %	99.2	0.8	0		33.3	66.7	0		1.9	98.1	0		
Total %	42.8	0.3	0	43.1	0.3	0.7	0	1	1	54.8	0	55.9	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	20	0	20	0	0	0	1	21	22	42
08:15 AM	14	**1**	15	0	0	0	0	21	21	36
08:30 AM	12	0	12	**1**	0	**1**	**2**	22	**24**	37
08:45 AM	**24**	0	**24**	0	0	0	0	**24**	24	**48**
Total Volume	70	1	71	1	0	1	3	88	91	163
% App. Total	98.6	1.4		100	0		3.3	96.7		
PHF	.729	.250	.740	.250	.000	.250	.375	.917	.948	.849

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Groups Printed- Combined

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	280	3	0	283	23	14	0	37	1	545	0	546	866
07:15 AM	282	0	0	282	13	25	0	38	5	592	0	597	917
07:30 AM	366	2	0	368	21	22	0	43	7	539	0	546	957
07:45 AM	342	3	0	345	8	18	0	26	11	503	0	514	885
Total	1270	8	0	1278	65	79	0	144	24	2179	0	2203	3625
08:00 AM	280	2	0	282	9	20	0	29	9	543	0	552	863
08:15 AM	307	2	0	309	6	15	0	21	6	514	0	520	850
08:30 AM	294	0	0	294	7	19	0	26	7	526	0	533	853
08:45 AM	312	4	0	316	13	15	0	28	9	521	0	530	874
Total	1193	8	0	1201	35	69	0	104	31	2104	0	2135	3440
Grand Total	2463	16	0	2479	100	148	0	248	55	4283	0	4338	7065
Apprch %	99.4	0.6	0		40.3	59.7	0		1.3	98.7	0		
Total %	34.9	0.2	0	35.1	1.4	2.1	0	3.5	0.8	60.6	0	61.4	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	280	**3**	283	**23**	14	37	1	545	546	866
07:15 AM	282	0	282	13	**25**	38	5	**592**	**597**	917
07:30 AM	**366**	2	**368**	21	22	**43**	7	539	546	**957**
07:45 AM	342	3	345	8	18	26	**11**	503	514	885
Total Volume	1270	8	1278	65	79	144	24	2179	2203	3625
% App. Total	99.4	0.6		45.1	54.9		1.1	98.9		
PHF	.867	.667	.868	.707	.790	.837	.545	.920	.923	.947

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Groups Printed- Car

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	433	6	0	439	3	8	0	11	12	325	0	337	787
04:15 PM	424	9	0	433	8	7	0	15	14	356	0	370	818
04:30 PM	451	7	0	458	5	5	0	10	10	389	0	399	867
04:45 PM	480	10	0	490	11	11	0	22	11	332	0	343	855
Total	1788	32	0	1820	27	31	0	58	47	1402	0	1449	3327
05:00 PM	512	7	0	519	9	10	0	19	16	404	0	420	958
05:15 PM	518	15	0	533	10	12	0	22	21	403	0	424	979
05:30 PM	518	14	0	532	10	8	0	18	12	390	0	402	952
05:45 PM	518	15	0	533	11	8	0	19	22	400	0	422	974
Total	2066	51	0	2117	40	38	0	78	71	1597	0	1668	3863
Grand Total	3854	83	0	3937	67	69	0	136	118	2999	0	3117	7190
Apprch %	97.9	2.1	0		49.3	50.7	0		3.8	96.2	0		
Total %	53.6	1.2	0	54.8	0.9	1	0	1.9	1.6	41.7	0	43.4	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	512	7	519	9	10	19	16	**404**	420	958
05:15 PM	**518**	**15**	**533**	10	**12**	**22**	21	403	**424**	**979**
05:30 PM	518	14	532	10	8	18	12	390	402	952
05:45 PM	518	15	533	**11**	8	19	**22**	400	422	974
Total Volume	2066	51	2117	40	38	78	71	1597	1668	3863
% App. Total	97.6	2.4		51.3	48.7		4.3	95.7		
PHF	.997	.850	.993	.909	.792	.886	.807	.988	.983	.986

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Groups Printed- Truck

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	18	0	0	18	0	0	0	0	0	22	0	22	40
04:15 PM	22	0	0	22	0	0	0	0	1	9	0	10	32
04:30 PM	18	0	0	18	0	0	0	0	0	16	0	16	34
04:45 PM	25	0	0	25	0	0	0	0	0	6	0	6	31
Total	83	0	0	83	0	0	0	0	1	53	0	54	137
05:00 PM	14	0	0	14	0	0	0	0	1	20	0	21	35
05:15 PM	11	1	0	12	1	2	0	3	0	10	0	10	25
05:30 PM	11	0	0	11	0	0	0	0	0	17	0	17	28
05:45 PM	9	0	0	9	0	0	0	0	0	12	0	12	21
Total	45	1	0	46	1	2	0	3	1	59	0	60	109
Grand Total	128	1	0	129	1	2	0	3	2	112	0	114	246
Apprch %	99.2	0.8	0		33.3	66.7	0		1.8	98.2	0		
Total %	52	0.4	0	52.4	0.4	0.8	0	1.2	0.8	45.5	0	46.3	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	18	0	18	0	0	0	0	**22**	**22**	**40**
04:15 PM	22	0	22	0	0	0	**1**	9	10	32
04:30 PM	18	0	18	0	0	0	0	16	16	34
04:45 PM	**25**	0	**25**	0	0	0	0	6	6	31
Total Volume	83	0	83	0	0	0	1	53	54	137
% App. Total	100	0		0	0		1.9	98.1		
PHF	.830	.000	.830	.000	.000	.000	.250	.602	.614	.856

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Groups Printed- Combined

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	451	6	0	457	3	8	0	11	12	347	0	359	827
04:15 PM	446	9	0	455	8	7	0	15	15	365	0	380	850
04:30 PM	469	7	0	476	5	5	0	10	10	405	0	415	901
04:45 PM	505	10	0	515	11	11	0	22	11	338	0	349	886
Total	1871	32	0	1903	27	31	0	58	48	1455	0	1503	3464
05:00 PM	526	7	0	533	9	10	0	19	17	424	0	441	993
05:15 PM	529	16	0	545	11	14	0	25	21	413	0	434	1004
05:30 PM	529	14	0	543	10	8	0	18	12	407	0	419	980
05:45 PM	527	15	0	542	11	8	0	19	22	412	0	434	995
Total	2111	52	0	2163	41	40	0	81	72	1656	0	1728	3972
Grand Total	3982	84	0	4066	68	71	0	139	120	3111	0	3231	7436
Apprch %	97.9	2.1	0		48.9	51.1	0		3.7	96.3	0		
Total %	53.6	1.1	0	54.7	0.9	1	0	1.9	1.6	41.8	0	43.5	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	526	7	533	9	10	19	17	**424**	**441**	993
05:15 PM	**529**	**16**	**545**	**11**	**14**	**25**	21	413	434	**1004**
05:30 PM	529	14	543	10	8	18	12	407	419	980
05:45 PM	527	15	542	11	8	19	**22**	412	434	995
Total Volume	2111	52	2163	41	40	81	72	1656	1728	3972
% App. Total	97.6	2.4		50.6	49.4		4.2	95.8		
PHF	.998	.813	.992	.932	.714	.810	.818	.976	.980	.989

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Groups Printed- Car

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	256	6	0	262	7	3	0	10	7	535	0	542	814
07:15 AM	273	2	0	275	7	6	0	13	14	529	0	543	831
07:30 AM	329	4	0	333	7	3	0	10	29	523	0	552	895
07:45 AM	331	10	0	341	8	15	0	23	50	466	0	516	880
Total	1189	22	0	1211	29	27	0	56	100	2053	0	2153	3420
08:00 AM	255	7	0	262	4	12	0	16	21	503	0	524	802
08:15 AM	287	8	0	295	6	5	0	11	27	485	0	512	818
08:30 AM	282	2	0	284	7	5	0	12	22	467	0	489	785
08:45 AM	312	9	0	321	7	6	0	13	27	490	0	517	851
Total	1136	26	0	1162	24	28	0	52	97	1945	0	2042	3256
Grand Total	2325	48	0	2373	53	55	0	108	197	3998	0	4195	6676
Apprch %	98	2	0		49.1	50.9	0		4.7	95.3	0		
Total %	34.8	0.7	0	35.5	0.8	0.8	0	1.6	3	59.9	0	62.8	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	256	6	262	7	3	10	7	**535**	542	814
07:15 AM	273	2	275	7	6	13	14	529	543	831
07:30 AM	329	4	333	7	3	10	29	523	**552**	**895**
07:45 AM	**331**	**10**	**341**	**8**	**15**	**23**	**50**	466	516	880
Total Volume	1189	22	1211	29	27	56	100	2053	2153	3420
% App. Total	98.2	1.8		51.8	48.2		4.6	95.4		
PHF	.898	.550	.888	.906	.450	.609	.500	.959	.975	.955

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Groups Printed- Truck

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	11	0	0	11	0	0	0	0	0	16	0	16	27
07:15 AM	10	0	0	10	1	0	0	1	0	17	0	17	28
07:30 AM	22	0	0	22	0	0	0	0	1	12	0	13	35
07:45 AM	12	0	0	12	1	0	0	1	0	24	0	24	37
Total	55	0	0	55	2	0	0	2	1	69	0	70	127
08:00 AM	19	0	0	19	0	0	0	0	1	20	0	21	40
08:15 AM	15	0	0	15	0	0	0	0	1	20	0	21	36
08:30 AM	12	0	0	12	0	0	0	0	1	21	0	22	34
08:45 AM	25	0	0	25	0	0	0	0	2	21	0	23	48
Total	71	0	0	71	0	0	0	0	5	82	0	87	158
Grand Total	126	0	0	126	2	0	0	2	6	151	0	157	285
Apprch %	100	0	0		100	0	0		3.8	96.2	0		
Total %	44.2	0	0	44.2	0.7	0	0	0.7	2.1	53	0	55.1	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	19	0	19	0	0	0	1	20	21	40
08:15 AM	15	0	15	0	0	0	1	20	21	36
08:30 AM	12	0	12	0	0	0	1	**21**	22	34
08:45 AM	**25**	0	**25**	0	0	0	**2**	21	**23**	**48**
Total Volume	71	0	71	0	0	0	5	82	87	158
% App. Total	100	0		0	0		5.7	94.3		
PHF	.710	.000	.710	.000	.000	.000	.625	.976	.946	.823

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Groups Printed- Combined

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	267	6	0	273	7	3	0	10	7	551	0	558	841
07:15 AM	283	2	0	285	8	6	0	14	14	546	0	560	859
07:30 AM	351	4	0	355	7	3	0	10	30	535	0	565	930
07:45 AM	343	10	0	353	9	15	0	24	50	490	0	540	917
Total	1244	22	0	1266	31	27	0	58	101	2122	0	2223	3547
08:00 AM	274	7	0	281	4	12	0	16	22	523	0	545	842
08:15 AM	302	8	0	310	6	5	0	11	28	505	0	533	854
08:30 AM	294	2	0	296	7	5	0	12	23	488	0	511	819
08:45 AM	337	9	0	346	7	6	0	13	29	511	0	540	899
Total	1207	26	0	1233	24	28	0	52	102	2027	0	2129	3414
Grand Total	2451	48	0	2499	55	55	0	110	203	4149	0	4352	6961
Apprch %	98.1	1.9	0		50	50	0		4.7	95.3	0		
Total %	35.2	0.7	0	35.9	0.8	0.8	0	1.6	2.9	59.6	0	62.5	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	283	2	285	8	6	14	14	**546**	560	859
07:30 AM	**351**	4	**355**	7	3	10	30	535	**565**	**930**
07:45 AM	343	**10**	353	**9**	**15**	**24**	**50**	490	540	917
08:00 AM	274	7	281	4	12	16	22	523	545	842
Total Volume	1251	23	1274	28	36	64	116	2094	2210	3548
% App. Total	98.2	1.8		43.8	56.2		5.2	94.8		
PHF	.891	.575	.897	.778	.600	.667	.580	.959	.978	.954

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Groups Printed- Car

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	430	2	0	432	6	7	0	13	15	303	0	318	763
04:15 PM	424	8	0	432	9	10	0	19	19	344	0	363	814
04:30 PM	412	12	0	424	10	27	0	37	39	348	0	387	848
04:45 PM	484	4	0	488	8	19	0	27	17	324	0	341	856
Total	1750	26	0	1776	33	63	0	96	90	1319	0	1409	3281
05:00 PM	517	6	0	523	7	12	0	19	24	385	0	409	951
05:15 PM	526	2	0	528	9	11	0	20	13	406	0	419	967
05:30 PM	526	7	0	533	8	14	0	22	24	379	0	403	958
05:45 PM	530	6	0	536	10	7	0	17	17	392	0	409	962
Total	2099	21	0	2120	34	44	0	78	78	1562	0	1640	3838
Grand Total	3849	47	0	3896	67	107	0	174	168	2881	0	3049	7119
Apprch %	98.8	1.2	0		38.5	61.5	0		5.5	94.5	0		
Total %	54.1	0.7	0	54.7	0.9	1.5	0	2.4	2.4	40.5	0	42.8	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	517	6	523	7	12	19	**24**	385	409	951
05:15 PM	526	2	528	9	11	20	13	**406**	**419**	**967**
05:30 PM	526	**7**	533	8	**14**	**22**	24	379	403	958
05:45 PM	**530**	6	**536**	**10**	7	17	17	392	409	962
Total Volume	2099	21	2120	34	44	78	78	1562	1640	3838
% App. Total	99	1		43.6	56.4		4.8	95.2		
PHF	.990	.750	.989	.850	.786	.886	.813	.962	.979	.992

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File Name : 8-SW 24th Ave. and SW 10th St PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Truck

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	16	1	0	17	0	2	0	2	0	22	0	22	41
04:15 PM	22	0	0	22	1	0	0	1	0	9	0	9	32
04:30 PM	18	0	0	18	0	0	0	0	0	16	0	16	34
04:45 PM	25	0	0	25	0	0	0	0	0	6	0	6	31
Total	81	1	0	82	1	2	0	3	0	53	0	53	138
05:00 PM	15	0	0	15	0	0	0	0	0	21	0	21	36
05:15 PM	11	0	0	11	1	0	0	1	0	10	0	10	22
05:30 PM	12	0	0	12	2	0	0	2	0	16	0	16	30
05:45 PM	9	0	0	9	0	0	0	0	0	12	0	12	21
Total	47	0	0	47	3	0	0	3	0	59	0	59	109
Grand Total	128	1	0	129	4	2	0	6	0	112	0	112	247
Apprch %	99.2	0.8	0		66.7	33.3	0		0	100	0		
Total %	51.8	0.4	0	52.2	1.6	0.8	0	2.4	0	45.3	0	45.3	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	16	**1**	17	0	**2**	**2**	0	**22**	**22**	**41**
04:15 PM	22	0	22	**1**	0	1	0	9	9	32
04:30 PM	18	0	18	0	0	0	0	16	16	34
04:45 PM	**25**	0	**25**	0	0	0	0	6	6	31
Total Volume	81	1	82	1	2	3	0	53	53	138
% App. Total	98.8	1.2		33.3	66.7		0	100		
PHF	.810	.250	.820	.250	.250	.375	.000	.602	.602	.841

Peggy Malone & Associates, Inc.
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File Name : 8-SW 24th Ave. and SW 10th St PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	446	3	0	449	6	9	0	15	15	325	0	340	804
04:15 PM	446	8	0	454	10	10	0	20	19	353	0	372	846
04:30 PM	430	12	0	442	10	27	0	37	39	364	0	403	882
04:45 PM	509	4	0	513	8	19	0	27	17	330	0	347	887
Total	1831	27	0	1858	34	65	0	99	90	1372	0	1462	3419
05:00 PM	532	6	0	538	7	12	0	19	24	406	0	430	987
05:15 PM	537	2	0	539	10	11	0	21	13	416	0	429	989
05:30 PM	538	7	0	545	10	14	0	24	24	395	0	419	988
05:45 PM	539	6	0	545	10	7	0	17	17	404	0	421	983
Total	2146	21	0	2167	37	44	0	81	78	1621	0	1699	3947
Grand Total	3977	48	0	4025	71	109	0	180	168	2993	0	3161	7366
Apprch %	98.8	1.2	0		39.4	60.6	0		5.3	94.7	0		
Total %	54	0.7	0	54.6	1	1.5	0	2.4	2.3	40.6	0	42.9	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	532	6	538	7	12	19	**24**	406	**430**	987
05:15 PM	537	2	539	**10**	11	21	13	**416**	429	**989**
05:30 PM	538	**7**	**545**	10	**14**	**24**	24	395	419	988
05:45 PM	**539**	6	545	10	7	17	17	404	421	983
Total Volume	2146	21	2167	37	44	81	78	1621	1699	3947
% App. Total	99	1		45.7	54.3		4.6	95.4		
PHF	.995	.750	.994	.925	.786	.844	.813	.974	.988	.998

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	4	11	0	15	46	0	21	0	67	1	0	0	0	1	84
07:15 AM	0	0	1	0	1	1	7	7	0	15	54	1	29	0	84	0	0	0	0	0	100
07:30 AM	0	1	0	0	1	1	6	15	0	22	85	0	18	0	103	1	1	0	0	2	128
07:45 AM	0	1	0	0	1	0	12	29	0	41	103	0	19	0	122	1	1	0	0	2	166
Total	0	3	1	0	4	2	29	62	0	93	288	1	87	0	376	3	2	0	0	5	478
08:00 AM	0	0	0	0	0	0	12	19	0	31	111	3	20	0	134	3	2	0	0	5	170
08:15 AM	0	1	0	0	1	0	11	25	0	36	128	0	21	0	149	1	0	0	0	1	187
08:30 AM	0	1	0	0	1	0	11	18	0	29	93	1	24	0	118	1	3	0	0	4	152
08:45 AM	0	0	0	0	0	1	10	15	0	26	100	2	22	0	124	1	1	0	0	2	152
Total	0	2	0	0	2	1	44	77	0	122	432	6	87	0	525	6	6	0	0	12	661
Grand Total	0	5	1	0	6	3	73	139	0	215	720	7	174	0	901	9	8	0	0	17	1139
Apprch %	0	83.3	16.7	0		1.4	34	64.7	0		79.9	0.8	19.3	0		52.9	47.1	0	0		
Total %	0	0.4	0.1	0	0.5	0.3	6.4	12.2	0	18.9	63.2	0.6	15.3	0	79.1	0.8	0.7	0	0	1.5	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	**1**	0	**12**	**29**	**41**	103	0	19	122	1	1	0	2	166
08:00 AM	0	0	0	0	0	12	19	31	111	**3**	20	134	**3**	2	0	**5**	170
08:15 AM	0	1	0	1	0	11	25	36	**128**	0	21	**149**	1	0	0	1	**187**
08:30 AM	0	1	0	1	0	11	18	29	93	1	**24**	118	1	**3**	0	4	152
Total Volume	0	3	0	3	0	46	91	137	435	4	84	523	6	6	0	12	675
% App. Total	0	100	0		0	33.6	66.4		83.2	0.8	16.1		50	50	0		
PHF	.000	.750	.000	.750	.000	.958	.784	.835	.850	.333	.875	.878	.500	.500	.000	.600	.902

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File Name : 9-Publix Warehouse and East Newport Ctr. AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	12	1	0	14	0	1	1	0	2	2	3	0	0	5	0	0	1	0	1	22
07:15 AM	0	6	2	0	8	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	13
07:30 AM	0	9	0	0	9	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	14
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	8	1	0	10	0	0	0	0	0	13
Total	1	30	3	0	34	1	1	5	0	7	4	15	1	0	20	0	0	1	0	1	62
08:00 AM	2	2	0	0	4	0	0	2	0	2	2	2	2	0	6	1	1	0	0	2	14
08:15 AM	0	2	0	0	2	1	0	2	0	3	0	3	0	0	3	1	1	0	0	2	10
08:30 AM	1	5	0	0	6	2	2	2	0	6	0	2	0	0	2	0	0	0	0	0	14
08:45 AM	1	5	0	0	6	2	0	3	0	5	0	5	0	0	5	1	0	1	0	2	18
Total	4	14	0	0	18	5	2	9	0	16	2	12	2	0	16	3	2	1	0	6	56
Grand Total	5	44	3	0	52	6	3	14	0	23	6	27	3	0	36	3	2	2	0	7	118
Apprch %	9.6	84.6	5.8	0		26.1	13	60.9	0		16.7	75	8.3	0		42.9	28.6	28.6	0		
Total %	4.2	37.3	2.5	0	44.1	5.1	2.5	11.9	0	19.5	5.1	22.9	2.5	0	30.5	2.5	1.7	1.7	0	5.9	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	**12**	1	**14**	0	**1**	1	2	**2**	3	0	5	0	0	**1**	**1**	**22**
07:15 AM	0	6	**2**	8	**1**	0	1	2	1	2	0	3	0	0	0	0	13
07:30 AM	0	9	0	9	0	0	**3**	**3**	0	2	0	2	0	0	0	0	14
07:45 AM	0	3	0	3	0	0	0	0	1	**8**	**1**	**10**	0	0	0	0	13
Total Volume	1	30	3	34	1	1	5	7	4	15	1	20	0	0	1	1	62
% App. Total	2.9	88.2	8.8		14.3	14.3	71.4		20	75	5		0	0	100		
PHF	.250	.625	.375	.607	.250	.250	.417	.583	.500	.469	.250	.500	.000	.000	.250	.250	.705

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Combined

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	13	1	0	15	0	5	12	0	17	48	3	21	0	72	1	0	1	0	2	106
07:15 AM	0	6	3	0	9	2	7	8	0	17	55	3	29	0	87	0	0	0	0	0	113
07:30 AM	0	10	0	0	10	1	6	18	0	25	85	2	18	0	105	1	1	0	0	2	142
07:45 AM	0	4	0	0	4	0	12	29	0	41	104	8	20	0	132	1	1	0	0	2	179
Total	1	33	4	0	38	3	30	67	0	100	292	16	88	0	396	3	2	1	0	6	540
08:00 AM	2	2	0	0	4	0	12	21	0	33	113	5	22	0	140	4	3	0	0	7	184
08:15 AM	0	3	0	0	3	1	11	27	0	39	128	3	21	0	152	2	1	0	0	3	197
08:30 AM	1	6	0	0	7	2	13	20	0	35	93	3	24	0	120	1	3	0	0	4	166
08:45 AM	1	5	0	0	6	3	10	18	0	31	100	7	22	0	129	2	1	1	0	4	170
Total	4	16	0	0	20	6	46	86	0	138	434	18	89	0	541	9	8	1	0	18	717
Grand Total	5	49	4	0	58	9	76	153	0	238	726	34	177	0	937	12	10	2	0	24	1257
Apprch %	8.6	84.5	6.9	0		3.8	31.9	64.3	0		77.5	3.6	18.9	0		50	41.7	8.3	0		
Total %	0.4	3.9	0.3	0	4.6	0.7	6	12.2	0	18.9	57.8	2.7	14.1	0	74.5	1	0.8	0.2	0	1.9	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	0	4	0	12	**29**	**41**	104	**8**	20	132	1	1	0	2	179
08:00 AM	**2**	2	0	4	0	12	21	33	113	5	22	140	**4**	**3**	0	**7**	184
08:15 AM	0	3	0	3	1	11	27	39	**128**	3	21	**152**	2	1	0	3	**197**
08:30 AM	1	**6**	0	**7**	**2**	**13**	20	35	93	3	**24**	120	1	3	0	4	166
Total Volume	3	15	0	18	3	48	97	148	438	19	87	544	8	8	0	16	726
% App. Total	16.7	83.3	0		2	32.4	65.5		80.5	3.5	16		50	50	0		
PHF	.375	.625	.000	.643	.375	.923	.836	.902	.855	.594	.906	.895	.500	.667	.000	.571	.921

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	1	0	1	0	2	63	0	65	22	1	3	0	26	4	1	0	0	5	97
04:15 PM	0	1	1	0	2	0	2	45	0	47	21	0	4	0	25	7	4	0	0	11	85
04:30 PM	0	1	0	0	1	1	6	102	0	109	29	0	2	0	31	20	3	0	0	23	164
04:45 PM	0	0	0	0	0	0	2	77	0	79	29	0	5	0	34	12	4	0	0	16	129
Total	0	2	2	0	4	1	12	287	0	300	101	1	14	0	116	43	12	0	0	55	475
05:00 PM	0	1	1	0	2	0	2	106	0	108	24	0	1	0	25	43	7	1	0	51	186
05:15 PM	1	0	0	0	1	0	1	62	0	63	17	0	8	0	25	22	3	0	0	25	114
05:30 PM	0	0	0	0	0	0	0	86	0	86	21	0	4	0	25	14	5	0	0	19	130
05:45 PM	0	1	0	0	1	1	1	63	0	65	32	0	4	0	36	9	4	0	0	13	115
Total	1	2	1	0	4	1	4	317	0	322	94	0	17	0	111	88	19	1	0	108	545
Grand Total	1	4	3	0	8	2	16	604	0	622	195	1	31	0	227	131	31	1	0	163	1020
Apprch %	12.5	50	37.5	0		0.3	2.6	97.1	0		85.9	0.4	13.7	0		80.4	19	0.6	0		
Total %	0.1	0.4	0.3	0	0.8	0.2	1.6	59.2	0	61	19.1	0.1	3	0	22.3	12.8	3	0.1	0	16	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	1	**1**	**6**	102	**109**	**29**	0	2	31	20	3	0	23	164
04:45 PM	0	0	0	0	0	2	77	79	29	0	5	**34**	12	4	0	16	129
05:00 PM	0	1	**1**	**2**	0	2	**106**	108	24	0	1	25	**43**	**7**	**1**	**51**	**186**
05:15 PM	**1**	0	0	1	0	1	62	63	17	0	**8**	25	22	3	0	25	114
Total Volume	1	2	1	4	1	11	347	359	99	0	16	115	97	17	1	115	593
% App. Total	25	50	25		0.3	3.1	96.7		86.1	0	13.9		84.3	14.8	0.9		
PHF	.250	.500	.250	.500	.250	.458	.818	.823	.853	.000	.500	.846	.564	.607	.250	.564	.797

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Publix Warehouse and East Newport Ctr. PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	4	0	0	4	0	1	2	0	3	3	6	0	0	9	0	3	0	0	3	19
04:15 PM	0	3	0	0	3	0	1	1	0	2	5	5	0	0	10	0	0	0	0	0	15
04:30 PM	0	3	0	0	3	0	1	1	0	2	2	4	0	0	6	0	1	0	0	1	12
04:45 PM	0	4	0	0	4	2	0	1	0	3	2	3	0	0	5	0	0	0	0	0	12
Total	0	14	0	0	14	2	3	5	0	10	12	18	0	0	30	0	4	0	0	4	58
05:00 PM	0	6	3	0	9	1	2	1	0	4	4	6	0	0	10	1	1	0	0	2	25
05:15 PM	0	7	0	0	7	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	12
05:30 PM	0	3	2	0	5	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	14
05:45 PM	0	5	3	0	8	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	12
Total	0	21	8	0	29	2	2	1	0	5	12	15	0	0	27	1	1	0	0	2	63
Grand Total	0	35	8	0	43	4	5	6	0	15	24	33	0	0	57	1	5	0	0	6	121
Apprch %	0	81.4	18.6	0		26.7	33.3	40	0		42.1	57.9	0	0		16.7	83.3	0	0		
Total %	0	28.9	6.6	0	35.5	3.3	4.1	5	0	12.4	19.8	27.3	0	0	47.1	0.8	4.1	0	0	5	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	3	0	3	0	1	**1**	2	**5**	5	0	**10**	0	0	0	0	15
04:30 PM	0	3	0	3	0	1	1	2	2	4	0	6	0	**1**	0	1	12
04:45 PM	0	4	0	4	**2**	0	1	3	2	3	0	5	0	0	0	0	12
05:00 PM	0	**6**	**3**	**9**	1	**2**	1	**4**	4	**6**	0	10	**1**	1	0	**2**	**25**
Total Volume	0	16	3	19	3	4	4	11	13	18	0	31	1	2	0	3	64
% App. Total	0	84.2	15.8		27.3	36.4	36.4		41.9	58.1	0		33.3	66.7	0		
PHF	.000	.667	.250	.528	.375	.500	1.00	.688	.650	.750	.000	.775	.250	.500	.000	.375	.640

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	4	1	0	5	0	3	65	0	68	25	7	3	0	35	4	4	0	0	8	116
04:15 PM	0	4	1	0	5	0	3	46	0	49	26	5	4	0	35	7	4	0	0	11	100
04:30 PM	0	4	0	0	4	1	7	103	0	111	31	4	2	0	37	20	4	0	0	24	176
04:45 PM	0	4	0	0	4	2	2	78	0	82	31	3	5	0	39	12	4	0	0	16	141
Total	0	16	2	0	18	3	15	292	0	310	113	19	14	0	146	43	16	0	0	59	533
05:00 PM	0	7	4	0	11	1	4	107	0	112	28	6	1	0	35	44	8	1	0	53	211
05:15 PM	1	7	0	0	8	1	1	62	0	64	18	3	8	0	29	22	3	0	0	25	126
05:30 PM	0	3	2	0	5	0	0	86	0	86	25	5	4	0	34	14	5	0	0	19	144
05:45 PM	0	6	3	0	9	1	1	63	0	65	35	1	4	0	40	9	4	0	0	13	127
Total	1	23	9	0	33	3	6	318	0	327	106	15	17	0	138	89	20	1	0	110	608
Grand Total	1	39	11	0	51	6	21	610	0	637	219	34	31	0	284	132	36	1	0	169	1141
Apprch %	2	76.5	21.6	0		0.9	3.3	95.8	0		77.1	12	10.9	0		78.1	21.3	0.6	0		
Total %	0.1	3.4	1	0	4.5	0.5	1.8	53.5	0	55.8	19.2	3	2.7	0	24.9	11.6	3.2	0.1	0	14.8	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	4	0	4	1	**7**	103	111	**31**	4	2	37	20	4	0	24	176
04:45 PM	0	4	0	4	**2**	2	78	82	31	3	5	**39**	12	4	0	16	141
05:00 PM	0	**7**	**4**	**11**	1	4	**107**	**112**	28	**6**	1	35	**44**	**8**	**1**	**53**	**211**
05:15 PM	**1**	7	0	8	1	1	62	64	18	3	**8**	29	22	3	0	25	126
Total Volume	1	22	4	27	5	14	350	369	108	16	16	140	98	19	1	118	654
% App. Total	3.7	81.5	14.8		1.4	3.8	94.9		77.1	11.4	11.4		83.1	16.1	0.8		
PHF	.250	.786	.250	.614	.625	.500	.818	.824	.871	.667	.500	.897	.557	.594	.250	.557	.775

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-S Military Trail and Walmart_Lakes at Deerfield AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	8	0	0	8	17	0	17	8	0	0	8	10	0	10	43
07:15 AM	12	0	0	12	26	0	26	2	0	0	2	17	0	17	57
07:30 AM	9	0	0	9	35	0	35	5	0	0	5	11	0	11	60
07:45 AM	15	0	0	15	31	0	31	10	0	0	10	8	0	8	64
Total	44	0	0	44	109	0	109	25	0	0	25	46	0	46	224
08:00 AM	14	0	0	14	21	1	22	10	0	0	10	20	0	20	66
08:15 AM	13	0	0	13	18	0	18	6	0	1	7	18	0	18	56
08:30 AM	12	0	0	12	19	0	19	6	0	0	6	12	1	13	50
08:45 AM	19	0	0	19	18	0	18	11	0	0	11	9	0	9	57
Total	58	0	0	58	76	1	77	33	0	1	34	59	1	60	229
Grand Total	102	0	0	102	185	1	186	58	0	1	59	105	1	106	453
Apprch %	100	0	0		99.5	0.5		98.3	0	1.7		99.1	0.9		
Total %	22.5	0	0	22.5	40.8	0.2	41.1	12.8	0	0.2	13	23.2	0.2	23.4	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	12	0	12	26	26	2	0	2	17	17	57
07:30 AM	9	0	9	**35**	**35**	5	0	5	11	11	60
07:45 AM	**15**	0	**15**	31	31	**10**	0	**10**	8	8	64
08:00 AM	14	0	14	21	21	10	0	10	**20**	**20**	**65**
Total Volume	50	0	50	113	113	27	0	27	56	56	246
% App. Total	100	0		100		100	0		100		
PHF	.833	.000	.833	.807	.807	.675	.000	.675	.700	.700	.946

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-S Military Trail and Walmart_Lakes at Deerfield AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	1	1	0	0	1	0	0	0	2
Total	1	0	0	1	1	0	1	1	0	0	1	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	2	1	0	1	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	1	0	0	0	0	0	0	0	3
Grand Total	3	0	0	3	2	0	2	1	0	0	1	0	0	0	6
Apprch %	100	0	0		100	0		100	0	0		0	0		
Total %	50	0	0	50	33.3	0	33.3	16.7	0	0	16.7	0	0	0	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	**1**	**1**	**1**	0	**1**	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	**2**	0	**2**	1	1	0	0	0	0	0	**3**
Total Volume	2	0	2	2	2	1	0	1	0	0	5
% App. Total	100	0		100		100	0		0		
PHF	.250	.000	.250	.500	.500	.250	.000	.250	.000	.000	.417

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-S Military Trail and Walmart_Lakes at Deerfield AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Combined

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	8	0	0	8	17	0	17	8	0	0	8	10	0	10	43
07:15 AM	13	0	0	13	26	0	26	2	0	0	2	17	0	17	58
07:30 AM	9	0	0	9	35	0	35	5	0	0	5	11	0	11	60
07:45 AM	15	0	0	15	32	0	32	11	0	0	11	8	0	8	66
Total	45	0	0	45	110	0	110	26	0	0	26	46	0	46	227
08:00 AM	14	0	0	14	21	1	22	10	0	0	10	20	0	20	66
08:15 AM	15	0	0	15	19	0	19	6	0	1	7	18	0	18	59
08:30 AM	12	0	0	12	19	0	19	6	0	0	6	12	1	13	50
08:45 AM	19	0	0	19	18	0	18	11	0	0	11	9	0	9	57
Total	60	0	0	60	77	1	78	33	0	1	34	59	1	60	232
Grand Total	105	0	0	105	187	1	188	59	0	1	60	105	1	106	459
Apprch %	100	0	0		99.5	0.5		98.3	0	1.7		99.1	0.9		
Total %	22.9	0	0	22.9	40.7	0.2	41	12.9	0	0.2	13.1	22.9	0.2	23.1	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	13	0	13	26	26	2	0	2	17	17	58
07:30 AM	9	0	9	**35**	**35**	5	0	5	11	11	60
07:45 AM	**15**	0	**15**	32	32	**11**	0	**11**	8	8	**66**
08:00 AM	14	0	14	21	21	10	0	10	**20**	**20**	65
Total Volume	51	0	51	114	114	28	0	28	56	56	249
% App. Total	100	0		100		100	0		100		
PHF	.850	.000	.850	.814	.814	.636	.000	.636	.700	.700	.943

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-S Military Trail and Walmart_Lakes at Deerfield PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	35	0	0	35	6	0	6	13	0	2	15	40	0	40	96
04:15 PM	48	0	0	48	11	2	13	9	0	1	10	48	0	48	119
04:30 PM	35	0	0	35	8	2	10	11	0	0	11	41	0	41	97
04:45 PM	35	0	0	35	13	2	15	14	0	2	16	53	2	55	121
Total	153	0	0	153	38	6	44	47	0	5	52	182	2	184	433
05:00 PM	33	0	0	33	6	0	6	17	0	0	17	42	1	43	99
05:15 PM	35	0	0	35	17	0	17	21	0	0	21	34	1	35	108
05:30 PM	45	0	0	45	10	2	12	17	0	1	18	57	0	57	132
05:45 PM	31	0	0	31	8	0	8	19	0	3	22	45	0	45	106
Total	144	0	0	144	41	2	43	74	0	4	78	178	2	180	445
Grand Total	297	0	0	297	79	8	87	121	0	9	130	360	4	364	878
Apprch %	100	0	0		90.8	9.2		93.1	0	6.9		98.9	1.1		
Total %	33.8	0	0	33.8	9	0.9	9.9	13.8	0	1	14.8	41	0.5	41.5	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	35	0	35	13	13	14	0	14	53	53	115
05:00 PM	33	0	33	6	6	17	0	17	42	42	98
05:15 PM	35	0	35	**17**	**17**	**21**	0	**21**	34	34	107
05:30 PM	**45**	0	**45**	10	10	17	0	17	**57**	**57**	**129**
Total Volume	148	0	148	46	46	69	0	69	186	186	449
% App. Total	100	0		100		100	0		100		
PHF	.822	.000	.822	.676	.676	.821	.000	.821	.816	.816	.870

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-S Military Trail and Walmart_Lakes at Deerfield PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	1	2	0	0	2	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	1	0	0	1	0	0	0	2
Total	1	0	0	1	1	0	1	3	0	0	3	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
Grand Total	1	0	0	1	1	0	1	4	0	0	4	0	0	0	6
Apprch %	100	0	0		100	0		100	0	0		0	0		
Total %	16.7	0	0	16.7	16.7	0	16.7	66.7	0	0	66.7	0	0	0	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	**1**	**1**	**2**	0	**2**	0	0	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	**1**	0	0	1	0	1	0	0	2
Total Volume	1	0	1	1	1	3	0	3	0	0	5
% App. Total	100	0		100		100	0		0		
PHF	.250	.000	.250	.250	.250	.375	.000	.375	.000	.000	.417

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-S Military Trail and Walmart_Lakes at Deerfield PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	35	0	0	35	6	0	6	13	0	2	15	40	0	40	96
04:15 PM	48	0	0	48	12	2	14	11	0	1	12	48	0	48	122
04:30 PM	35	0	0	35	8	2	10	11	0	0	11	41	0	41	97
04:45 PM	36	0	0	36	13	2	15	15	0	2	17	53	2	55	123
Total	154	0	0	154	39	6	45	50	0	5	55	182	2	184	438
05:00 PM	33	0	0	33	6	0	6	17	0	0	17	42	1	43	99
05:15 PM	35	0	0	35	17	0	17	21	0	0	21	34	1	35	108
05:30 PM	45	0	0	45	10	2	12	17	0	1	18	57	0	57	132
05:45 PM	31	0	0	31	8	0	8	20	0	3	23	45	0	45	107
Total	144	0	0	144	41	2	43	75	0	4	79	178	2	180	446
Grand Total	298	0	0	298	80	8	88	125	0	9	134	360	4	364	884
Apprch %	100	0	0		90.9	9.1		93.3	0	6.7		98.9	1.1		
Total %	33.7	0	0	33.7	9	0.9	10	14.1	0	1	15.2	40.7	0.5	41.2	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	36	0	36	13	13	15	0	15	53	53	117
05:00 PM	33	0	33	6	6	17	0	17	42	42	98
05:15 PM	35	0	35	**17**	**17**	**21**	0	**21**	34	34	107
05:30 PM	**45**	0	**45**	10	10	17	0	17	**57**	**57**	**129**
Total Volume	149	0	149	46	46	70	0	70	186	186	451
% App. Total	100	0		100		100	0		100		
PHF	.828	.000	.828	.676	.676	.833	.000	.833	.816	.816	.874

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 11-S Military Trail and Walmart_Horizon Club AM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	1	110	3	11	0	125	4	1	2	0	0	7	4	229	8	4	0	245	6	0	5	0	0	11	388
07:15 AM	1	146	4	10	0	161	1	0	1	0	3	5	2	303	7	3	2	317	1	0	2	0	0	3	486
07:30 AM	1	161	2	8	0	172	1	0	1	0	2	4	4	336	9	4	0	353	4	0	2	0	0	6	535
07:45 AM	1	226	2	8	0	237	2	0	1	0	3	6	4	357	16	6	0	383	8	0	3	0	0	11	637
Total	4	643	11	37	0	695	8	1	5	0	8	22	14	1225	40	17	2	1298	19	0	12	0	0	31	2046
08:00 AM	1	206	4	11	0	222	3	0	1	0	1	5	7	315	11	4	0	337	6	0	1	0	1	8	572
08:15 AM	0	222	3	9	0	234	1	0	0	0	6	7	1	324	14	2	0	341	14	0	0	0	0	14	596
08:30 AM	1	188	3	10	0	202	2	0	0	0	2	4	4	282	10	4	0	300	4	0	2	0	1	7	513
08:45 AM	5	161	5	6	0	177	4	0	1	0	3	8	3	291	13	2	0	309	10	0	6	0	0	16	510
Total	7	777	15	36	0	835	10	0	2	0	12	24	15	1212	48	12	0	1287	34	0	9	0	2	45	2191
Grand Total	11	1420	26	73	0	1530	18	1	7	0	20	46	29	2437	88	29	2	2585	53	0	21	0	2	76	4237
Apprch %	0.7	92.8	1.7	4.8	0		39.1	2.2	15.2	0	43.5		1.1	94.3	3.4	1.1	0.1		69.7	0	27.6	0	2.6		
Total %	0.3	33.5	0.6	1.7	0	36.1	0.4	0	0.2	0	0.5	1.1	0.7	57.5	2.1	0.7	0	61	1.3	0	0.5	0	0	1.8	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	161	2	164	1	0	**1**	2	4	336	9	349	4	0	2	6	521
07:45 AM	1	**226**	2	**229**	2	0	1	3	4	**357**	**16**	**377**	8	0	**3**	11	**620**
08:00 AM	1	206	**4**	211	**3**	0	1	**4**	**7**	315	11	333	6	0	1	7	555
08:15 AM	0	222	3	225	1	0	0	1	1	324	14	339	**14**	0	0	**14**	579
Total Volume	3	815	11	829	7	0	3	10	16	1332	50	1398	32	0	6	38	2275
% App. Total	0.4	98.3	1.3		70	0	30		1.1	95.3	3.6		84.2	0	15.8		
PHF	.750	.902	.688	.905	.583	.000	.750	.625	.571	.933	.781	.927	.571	.000	.500	.679	.917

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Groups Printed- Truck

	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	7
07:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	9
07:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	14
07:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	8
Total	0	14	0	0	0	14	0	0	0	0	0	0	1	23	0	0	0	24	0	0	0	0	0	0	38
08:00 AM	0	3	1	0	0	4	1	0	0	0	0	1	0	9	0	0	0	9	0	0	0	0	0	0	14
08:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	1	11
08:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	12	1	0	0	13	0	0	1	0	0	1	19
08:45 AM	1	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	8
Total	1	15	1	0	0	17	1	0	0	0	0	1	0	30	1	0	0	31	2	0	1	0	0	3	52
Grand Total	1	29	1	0	0	31	1	0	0	0	0	1	1	53	1	0	0	55	2	0	1	0	0	3	90
Apprch %	3.2	93.5	3.2	0	0		100	0	0	0	0		1.8	96.4	1.8	0	0		66.7	0	33.3	0	0		
Total %	1.1	32.2	1.1	0	0	34.4	1.1	0	0	0	0	1.1	1.1	58.9	1.1	0	0	61.1	2.2	0	1.1	0	0	3.3	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
08:00 AM	0	3	**1**	4	**1**	0	0	**1**	0	9	0	9	0	0	0	0	14
08:15 AM	0	**5**	0	**5**	0	0	0	0	0	5	0	5	**1**	0	0	**1**	11
08:30 AM	0	5	0	5	0	0	0	0	0	**12**	**1**	**13**	0	0	**1**	1	**19**
Total Volume	0	15	1	16	1	0	0	1	0	32	1	33	1	0	1	2	52
% App. Total	0	93.8	6.2		100	0	0		0	97	3		50	0	50		
PHF	.000	.750	.250	.800	.250	.000	.000	.250	.000	.667	.250	.635	.250	.000	.250	.500	.684

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	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	1	114	3	11	0	129	4	1	2	0	0	7	5	231	8	4	0	248	6	0	5	0	0	11	395
07:15 AM	1	149	4	10	0	164	1	0	1	0	3	5	2	309	7	3	2	323	1	0	2	0	0	3	495
07:30 AM	1	166	2	8	0	177	1	0	1	0	2	4	4	345	9	4	0	362	4	0	2	0	0	6	549
07:45 AM	1	228	2	8	0	239	2	0	1	0	3	6	4	363	16	6	0	389	8	0	3	0	0	11	645
Total	4	657	11	37	0	709	8	1	5	0	8	22	15	1248	40	17	2	1322	19	0	12	0	0	31	2084
08:00 AM	1	209	5	11	0	226	4	0	1	0	1	6	7	324	11	4	0	346	6	0	1	0	1	8	586
08:15 AM	0	227	3	9	0	239	1	0	0	0	6	7	1	329	14	2	0	346	15	0	0	0	0	15	607
08:30 AM	1	193	3	10	0	207	2	0	0	0	2	4	4	294	11	4	0	313	4	0	3	0	1	8	532
08:45 AM	6	163	5	6	0	180	4	0	1	0	3	8	3	295	13	2	0	313	11	0	6	0	0	17	518
Total	8	792	16	36	0	852	11	0	2	0	12	25	15	1242	49	12	0	1318	36	0	10	0	2	48	2243
Grand Total	12	1449	27	73	0	1561	19	1	7	0	20	47	30	2490	89	29	2	2640	55	0	22	0	2	79	4327
Apprch %	0.8	92.8	1.7	4.7	0		40.4	2.1	14.9	0	42.6		1.1	94.3	3.4	1.1	0.1		69.6	0	27.8	0	2.5		
Total %	0.3	33.5	0.6	1.7	0	36.1	0.4	0	0.2	0	0.5	1.1	0.7	57.5	2.1	0.7	0	61	1.3	0	0.5	0	0	1.8	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	166	2	169	1	0	**1**	2	4	345	9	358	4	0	2	6	535
07:45 AM	1	**228**	2	**231**	2	0	1	3	4	**363**	**16**	**383**	8	0	**3**	11	**628**
08:00 AM	1	209	**5**	215	**4**	0	1	**5**	**7**	324	11	342	6	0	1	7	569
08:15 AM	0	227	3	230	1	0	0	1	1	329	14	344	**15**	0	0	**15**	590
Total Volume	3	830	12	845	8	0	3	11	16	1361	50	1427	33	0	6	39	2322
% App. Total	0.4	98.2	1.4		72.7	0	27.3		1.1	95.4	3.5		84.6	0	15.4		
PHF	.750	.910	.600	.915	.500	.000	.750	.550	.571	.937	.781	.931	.550	.000	.500	.650	.924

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	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	5	225	6	26	0	262	8	0	5	1	0	14	4	180	22	1	0	207	20	0	5	0	0	25	508
04:15 PM	12	229	3	31	0	275	16	0	3	0	0	19	3	167	24	4	0	198	22	0	18	0	0	40	532
04:30 PM	2	268	4	25	0	299	4	0	2	0	5	11	0	223	24	0	0	247	21	0	12	0	0	33	590
04:45 PM	5	269	0	38	0	312	4	0	4	0	1	9	3	169	29	1	0	202	19	0	13	0	0	32	555
Total	24	991	13	120	0	1148	32	0	14	1	6	53	10	739	99	6	0	854	82	0	48	0	0	130	2185
05:00 PM	6	280	0	41	1	328	1	1	2	0	0	4	0	249	24	4	0	277	21	0	7	0	2	30	639
05:15 PM	4	255	7	23	0	289	4	0	3	0	0	7	0	211	31	1	0	243	16	0	7	0	4	27	566
05:30 PM	6	310	0	32	0	348	4	0	3	0	0	7	0	192	29	1	0	222	21	0	6	0	1	28	605
05:45 PM	3	258	1	28	1	291	3	0	1	0	0	4	0	179	22	3	0	204	19	0	5	0	2	26	525
Total	19	1103	8	124	2	1256	12	1	9	0	0	22	0	831	106	9	0	946	77	0	25	0	9	111	2335
Grand Total	43	2094	21	244	2	2404	44	1	23	1	6	75	10	1570	205	15	0	1800	159	0	73	0	9	241	4520
Apprch %	1.8	87.1	0.9	10.1	0.1		58.7	1.3	30.7	1.3	8		0.6	87.2	11.4	0.8	0		66	0	30.3	0	3.7		
Total %	1	46.3	0.5	5.4	0	53.2	1	0	0.5	0	0.1	1.7	0.2	34.7	4.5	0.3	0	39.8	3.5	0	1.6	0	0.2	5.3	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	269	0	274	**4**	0	**4**	**8**	**3**	169	29	201	19	0	**13**	**32**	515
05:00 PM	**6**	280	0	286	1	**1**	2	4	0	**249**	24	**273**	**21**	0	7	28	**591**
05:15 PM	4	255	**7**	266	4	0	3	7	0	211	**31**	242	16	0	7	23	538
05:30 PM	6	**310**	0	**316**	4	0	3	7	0	192	29	221	21	0	6	27	571
Total Volume	21	1114	7	1142	13	1	12	26	3	821	113	937	77	0	33	110	2215
% App. Total	1.8	97.5	0.6		50	3.8	46.2		0.3	87.6	12.1		70	0	30		
PHF	.875	.898	.250	.903	.813	.250	.750	.813	.250	.824	.911	.858	.917	.000	.635	.859	.937

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Groups Printed- Truck

	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	1	5	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	8
04:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	1	13
04:30 PM	1	3	1	0	0	5	1	0	0	0	0	1	0	2	0	0	0	2	0	0	1	0	0	1	9
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
Total	2	14	1	0	0	17	1	0	0	0	0	1	0	13	0	0	0	13	1	0	2	0	0	3	34
05:00 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	0	2	11
05:15 PM	0	4	1	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	8
05:30 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	10
05:45 PM	0	5	0	0	0	5	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	10
Total	0	21	1	0	0	22	1	0	0	0	0	1	0	14	0	0	0	14	2	0	0	0	0	2	39
Grand Total	2	35	2	0	0	39	2	0	0	0	0	2	0	27	0	0	0	27	3	0	2	0	0	5	73
Apprch %	5.1	89.7	5.1	0	0		100	0	0	0	0		0	100	0	0	0		60	0	40	0	0		
Total %	2.7	47.9	2.7	0	0	53.4	2.7	0	0	0	0	2.7	0	37	0	0	0	37	4.1	0	2.7	0	0	6.8	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	5	0	5	0	0	0	0	0	**4**	0	**4**	**2**	0	0	**2**	**11**
05:15 PM	0	4	**1**	5	0	0	0	0	0	3	0	3	0	0	0	0	8
05:30 PM	0	**7**	0	**7**	0	0	0	0	0	3	0	3	0	0	0	0	10
05:45 PM	0	5	0	5	**1**	0	0	**1**	0	4	0	4	0	0	0	0	10
Total Volume	0	21	1	22	1	0	0	1	0	14	0	14	2	0	0	2	39
% App. Total	0	95.5	4.5		100	0	0		0	100	0		100	0	0		
PHF	.000	.750	.250	.786	.250	.000	.000	.250	.000	.875	.000	.875	.250	.000	.000	.250	.886

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Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	6	230	6	26	0	268	8	0	5	1	0	14	4	181	22	1	0	208	20	0	6	0	0	26	516
04:15 PM	12	233	3	31	0	279	16	0	3	0	0	19	3	175	24	4	0	206	23	0	18	0	0	41	545
04:30 PM	3	271	5	25	0	304	5	0	2	0	5	12	0	225	24	0	0	249	21	0	13	0	0	34	599
04:45 PM	5	271	0	38	0	314	4	0	4	0	1	9	3	171	29	1	0	204	19	0	13	0	0	32	559
Total	26	1005	14	120	0	1165	33	0	14	1	6	54	10	752	99	6	0	867	83	0	50	0	0	133	2219
05:00 PM	6	285	0	41	1	333	1	1	2	0	0	4	0	253	24	4	0	281	23	0	7	0	2	32	650
05:15 PM	4	259	8	23	0	294	4	0	3	0	0	7	0	214	31	1	0	246	16	0	7	0	4	27	574
05:30 PM	6	317	0	32	0	355	4	0	3	0	0	7	0	195	29	1	0	225	21	0	6	0	1	28	615
05:45 PM	3	263	1	28	1	296	4	0	1	0	0	5	0	183	22	3	0	208	19	0	5	0	2	26	535
Total	19	1124	9	124	2	1278	13	1	9	0	0	23	0	845	106	9	0	960	79	0	25	0	9	113	2374
Grand Total	45	2129	23	244	2	2443	46	1	23	1	6	77	10	1597	205	15	0	1827	162	0	75	0	9	246	4593
Apprch %	1.8	87.1	0.9	10	0.1		59.7	1.3	29.9	1.3	7.8		0.5	87.4	11.2	0.8	0		65.9	0	30.5	0	3.7		
Total %	1	46.4	0.5	5.3	0	53.2	1	0	0.5	0	0.1	1.7	0.2	34.8	4.5	0.3	0	39.8	3.5	0	1.6	0	0.2	5.4	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	271	0	276	**4**	0	**4**	**8**	**3**	171	29	203	19	0	**13**	**32**	519
05:00 PM	**6**	285	0	291	1	**1**	2	4	0	**253**	24	**277**	**23**	0	7	30	**602**
05:15 PM	4	259	**8**	271	4	0	3	7	0	214	**31**	245	16	0	7	23	546
05:30 PM	6	**317**	0	**323**	4	0	3	7	0	195	29	224	21	0	6	27	581
Total Volume	21	1132	8	1161	13	1	12	26	3	833	113	949	79	0	33	112	2248
% App. Total	1.8	97.5	0.7		50	3.8	46.2		0.3	87.8	11.9		70.5	0	29.5		
PHF	.875	.893	.250	.899	.813	.250	.750	.813	.250	.823	.911	.856	.859	.000	.635	.875	.934

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Groups Printed- Car

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	3	0	0	0	3	5	0	5	0	0	0	0	9	0	9	17
07:15 AM	10	0	0	0	10	1	0	1	0	0	0	0	18	0	18	29
07:30 AM	10	0	0	0	10	1	0	1	0	0	0	0	23	0	23	34
07:45 AM	11	0	0	0	11	0	0	0	0	0	0	0	28	0	28	39
Total	34	0	0	0	34	7	0	7	0	0	0	0	78	0	78	119
08:00 AM	16	0	0	0	16	2	0	2	0	0	0	0	32	0	32	50
08:15 AM	18	0	0	0	18	1	0	1	0	0	0	0	25	0	25	44
08:30 AM	14	0	0	0	14	1	0	1	0	0	0	0	21	0	21	36
08:45 AM	11	0	0	0	11	1	0	1	0	0	0	0	24	0	24	36
Total	59	0	0	0	59	5	0	5	0	0	0	0	102	0	102	166
Grand Total	93	0	0	0	93	12	0	12	0	0	0	0	180	0	180	285
Apprch %	100	0	0	0		100	0		0	0	0		100	0		
Total %	32.6	0	0	0	32.6	4.2	0	4.2	0	0	0	0	63.2	0	63.2	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:45 AM												
07:45 AM	11	0	0	11	0	0	0	0	0	28	28	39
08:00 AM	16	0	0	16	**2**	**2**	0	0	0	**32**	**32**	**50**
08:15 AM	**18**	0	0	**18**	1	1	0	0	0	25	25	44
08:30 AM	14	0	0	14	1	1	0	0	0	21	21	36
Total Volume	59	0	0	59	4	4	0	0	0	106	106	169
% App. Total	100	0	0		100		0	0		100		
PHF	.819	.000	.000	.819	.500	.500	.000	.000	.000	.828	.828	.845

Peggy Malone & Associates, Inc.
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File Name : 12-S Military Trail and East Dr AM
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Groups Printed- Truck

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	1	0	1	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	2	0	2	9
Apprch %	0	0	0	0		100	0		0	0	0		100	0		
Total %	0	0	0	0	0	77.8	0	77.8	0	0	0	0	22.2	0	22.2	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:15 AM												
07:15 AM	0	0	0	0	**3**	**3**	0	0	0	0	0	**3**
07:30 AM	0	0	0	0	3	3	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	6	6	0	0	0	2	2	8
% App. Total	0	0	0		100		0	0		100		
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000	.500	.500	.667

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File Name : 12-S Military Trail and East Dr AM
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Groups Printed- Combined

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	3	0	0	0	3	5	0	5	0	0	0	0	9	0	9	17
07:15 AM	10	0	0	0	10	4	0	4	0	0	0	0	18	0	18	32
07:30 AM	10	0	0	0	10	4	0	4	0	0	0	0	23	0	23	37
07:45 AM	11	0	0	0	11	0	0	0	0	0	0	0	29	0	29	40
Total	34	0	0	0	34	13	0	13	0	0	0	0	79	0	79	126
08:00 AM	16	0	0	0	16	2	0	2	0	0	0	0	33	0	33	51
08:15 AM	18	0	0	0	18	1	0	1	0	0	0	0	25	0	25	44
08:30 AM	14	0	0	0	14	1	0	1	0	0	0	0	21	0	21	36
08:45 AM	11	0	0	0	11	2	0	2	0	0	0	0	24	0	24	37
Total	59	0	0	0	59	6	0	6	0	0	0	0	103	0	103	168
Grand Total	93	0	0	0	93	19	0	19	0	0	0	0	182	0	182	294
Apprch %	100	0	0	0		100	0		0	0	0		100	0		
Total %	31.6	0	0	0	31.6	6.5	0	6.5	0	0	0	0	61.9	0	61.9	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:30 AM												
07:30 AM	10	0	0	10	**4**	**4**	0	0	0	23	23	37
07:45 AM	11	0	0	11	0	0	0	0	0	29	29	40
08:00 AM	16	0	0	16	2	2	0	0	0	**33**	**33**	**51**
08:15 AM	**18**	0	0	**18**	1	1	0	0	0	25	25	44
Total Volume	55	0	0	55	7	7	0	0	0	110	110	172
% App. Total	100	0	0		100		0	0		100		
PHF	.764	.000	.000	.764	.438	.438	.000	.000	.000	.833	.833	.843

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Groups Printed- Car

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	41	0	0	0	41	2	0	2	0	0	0	0	15	0	15	58
04:15 PM	31	0	0	0	31	0	0	0	0	0	0	0	15	0	15	46
04:30 PM	35	0	0	0	35	5	1	6	0	0	0	0	26	1	27	68
04:45 PM	29	0	0	0	29	2	1	3	0	0	0	0	17	0	17	49
Total	136	0	0	0	136	9	2	11	0	0	0	0	73	1	74	221
05:00 PM	31	0	0	0	31	7	1	8	0	0	0	0	24	1	25	64
05:15 PM	17	0	0	0	17	4	0	4	0	0	0	0	19	0	19	40
05:30 PM	14	0	0	0	14	4	1	5	0	0	0	0	10	0	10	29
05:45 PM	26	0	0	0	26	4	0	4	0	0	0	0	20	0	20	50
Total	88	0	0	0	88	19	2	21	0	0	0	0	73	1	74	183
Grand Total	224	0	0	0	224	28	4	32	0	0	0	0	146	2	148	404
Apprch %	100	0	0	0		87.5	12.5		0	0	0		98.6	1.4		
Total %	55.4	0	0	0	55.4	6.9	1	7.9	0	0	0	0	36.1	0.5	36.6	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:15 PM												
04:15 PM	31	0	0	31	0	0	0	0	0	15	15	46
04:30 PM	**35**	0	0	**35**	5	5	0	0	0	**26**	**26**	**66**
04:45 PM	29	0	0	29	2	2	0	0	0	17	17	48
05:00 PM	31	0	0	31	**7**	**7**	0	0	0	24	24	62
Total Volume	126	0	0	126	14	14	0	0	0	82	82	222
% App. Total	100	0	0		100		0	0		100		
PHF	.900	.000	.000	.900	.500	.500	.000	.000	.000	.788	.788	.841

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Groups Printed- Truck

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
Apprch %	100	0	0	0		0	0		0	0	0		100	0		
Total %	33.3	0	0	0	33.3	0	0	0	0	0	0	0	66.7	0	66.7	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:45 PM												
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	2	2	2
% App. Total	0	0	0		0		0	0		100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500

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Groups Printed- Combined

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	42	0	0	0	42	2	0	2	0	0	0	0	15	0	15	59
04:15 PM	31	0	0	0	31	0	0	0	0	0	0	0	15	0	15	46
04:30 PM	35	0	0	0	35	5	1	6	0	0	0	0	26	1	27	68
04:45 PM	29	0	0	0	29	2	1	3	0	0	0	0	17	0	17	49
Total	137	0	0	0	137	9	2	11	0	0	0	0	73	1	74	222
05:00 PM	31	0	0	0	31	7	1	8	0	0	0	0	24	1	25	64
05:15 PM	17	0	0	0	17	4	0	4	0	0	0	0	20	0	20	41
05:30 PM	14	0	0	0	14	4	1	5	0	0	0	0	11	0	11	30
05:45 PM	26	0	0	0	26	4	0	4	0	0	0	0	20	0	20	50
Total	88	0	0	0	88	19	2	21	0	0	0	0	75	1	76	185
Grand Total	225	0	0	0	225	28	4	32	0	0	0	0	148	2	150	407
Apprch %	100	0	0	0		87.5	12.5		0	0	0		98.7	1.3		
Total %	55.3	0	0	0	55.3	6.9	1	7.9	0	0	0	0	36.4	0.5	36.9	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:15 PM												
04:15 PM	31	0	0	31	0	0	0	0	0	15	15	46
04:30 PM	**35**	0	0	**35**	5	5	0	0	0	**26**	**26**	**66**
04:45 PM	29	0	0	29	2	2	0	0	0	17	17	48
05:00 PM	31	0	0	31	**7**	**7**	0	0	0	24	24	62
Total Volume	126	0	0	126	14	14	0	0	0	82	82	222
% App. Total	100	0	0		100		0	0		100		
PHF	.900	.000	.000	.900	.500	.500	.000	.000	.000	.788	.788	.841

Peggy Malone & Associates, Inc.
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File Name : 13-West Service Rd Drways and SW 10th St. AM
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Groups Printed- Car

	Southbound			SW 10th St. Westbound			Service Road (E) Northbound			SW 10th St. Eastbound			Service Road (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Left	Peds	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	5	0	5	0	0	0	6
07:15 AM	0	0	0	1	0	1	2	0	2	9	0	9	0	0	0	12
07:30 AM	0	0	0	5	0	5	4	0	4	3	0	3	0	0	0	12
07:45 AM	0	0	0	18	0	18	5	0	5	6	0	6	0	0	0	29
Total	0	1	1	24	0	24	11	0	11	23	0	23	0	0	0	59
08:00 AM	0	0	0	4	0	4	5	0	5	5	0	5	0	0	0	14
08:15 AM	0	0	0	6	0	6	6	0	6	6	0	6	0	0	0	18
08:30 AM	0	0	0	3	0	3	3	0	3	5	0	5	0	0	0	11
08:45 AM	0	0	0	2	0	2	6	0	6	11	0	11	0	0	0	19
Total	0	0	0	15	0	15	20	0	20	27	0	27	0	0	0	62
Grand Total	0	1	1	39	0	39	31	0	31	50	0	50	0	0	0	121
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.8	0.8	32.2	0	32.2	25.6	0	25.6	41.3	0	41.3	0	0	0	

	Southbound		SW 10th St. Westbound		Service Road (E) Northbound		SW 10th St. Eastbound		Service Road (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	0	5	5	4	4	3	3	0	0	12
07:45 AM	0	0	**18**	**18**	5	5	**6**	**6**	0	0	**29**
08:00 AM	0	0	4	4	5	5	5	5	0	0	14
08:15 AM	0	0	6	6	**6**	**6**	6	6	0	0	18
Total Volume	0	0	33	33	20	20	20	20	0	0	73
% App. Total	0		100		100		100		0		
PHF	.000	.000	.458	.458	.833	.833	.833	.833	.000	.000	.629

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File Name : 13-West Service Rd Drways and SW 10th St. AM
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Groups Printed- Truck

	Southbound			SW 10th St. Westbound			Service Road (E) Northbound			SW 10th St. Eastbound			Service Road (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Apprch %	0	0		0	0		100	0		0	0		0	0		
Total %	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	

	Southbound		SW 10th St. Westbound		Service Road (E) Northbound		SW 10th St. Eastbound		Service Road (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	**1**	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0		0		100		0		0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

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File Name : 13-West Service Rd Drways and SW 10th St. AM
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Groups Printed- Combined

	Southbound			SW 10th St. Westbound			Service Road (E) Northbound			SW 10th St. Eastbound			Service Road (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Left	Peds	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	5	0	5	0	0	0	6
07:15 AM	0	0	0	1	0	1	3	0	3	9	0	9	0	0	0	13
07:30 AM	0	0	0	5	0	5	4	0	4	3	0	3	0	0	0	12
07:45 AM	0	0	0	18	0	18	5	0	5	6	0	6	0	0	0	29
Total	0	1	1	24	0	24	12	0	12	23	0	23	0	0	0	60
08:00 AM	0	0	0	4	0	4	5	0	5	5	0	5	0	0	0	14
08:15 AM	0	0	0	6	0	6	6	0	6	6	0	6	0	0	0	18
08:30 AM	0	0	0	3	0	3	3	0	3	5	0	5	0	0	0	11
08:45 AM	0	0	0	2	0	2	6	0	6	11	0	11	0	0	0	19
Total	0	0	0	15	0	15	20	0	20	27	0	27	0	0	0	62
Grand Total	0	1	1	39	0	39	32	0	32	50	0	50	0	0	0	122
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.8	0.8	32	0	32	26.2	0	26.2	41	0	41	0	0	0	

	Southbound		SW 10th St. Westbound		Service Road (E) Northbound		SW 10th St. Eastbound		Service Road (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	0	5	5	4	4	3	3	0	0	12
07:45 AM	0	0	**18**	**18**	5	5	**6**	**6**	0	0	**29**
08:00 AM	0	0	4	4	5	5	5	5	0	0	14
08:15 AM	0	0	6	6	**6**	**6**	6	6	0	0	18
Total Volume	0	0	33	33	20	20	20	20	0	0	73
% App. Total	0		100		100		100		0		
PHF	.000	.000	.458	.458	.833	.833	.833	.833	.000	.000	.629

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File Name : 13-West Service Rd Drways and SW 10th St. PM
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Groups Printed- Car

	Service Rd (E) Southbound			SW 10th St. Westbound			Service Rd (E) Northbound			SW 10th St. Eastbound			Service Rd (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Right	Peds	App. Total	Int. Total
04:00 PM	0	1	1	3	0	3	0	0	0	3	0	3	0	0	0	7
04:15 PM	0	0	0	6	0	6	8	0	8	9	0	9	0	0	0	23
04:30 PM	0	0	0	11	0	11	58	0	58	7	0	7	0	0	0	76
04:45 PM	0	0	0	6	0	6	13	0	13	4	0	4	0	0	0	23
Total	0	1	1	26	0	26	79	0	79	23	0	23	0	0	0	129
05:00 PM	0	0	0	2	0	2	7	0	7	2	0	2	0	0	0	11
05:15 PM	0	0	0	4	0	4	3	0	3	2	0	2	0	0	0	9
05:30 PM	0	0	0	2	0	2	3	0	3	1	0	1	0	0	0	6
05:45 PM	0	0	0	1	0	1	5	0	5	3	0	3	0	0	0	9
Total	0	0	0	9	0	9	18	0	18	8	0	8	0	0	0	35
Grand Total	0	1	1	35	0	35	97	0	97	31	0	31	0	0	0	164
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.6	0.6	21.3	0	21.3	59.1	0	59.1	18.9	0	18.9	0	0	0	

	Service Rd (E) Southbound		SW 10th St. Westbound		Service Rd (E) Northbound		SW 10th St. Eastbound		Service Rd (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	0	6	6	8	8	**9**	**9**	0	0	23
04:30 PM	0	0	**11**	**11**	**58**	**58**	7	7	0	0	**76**
04:45 PM	0	0	6	6	13	13	4	4	0	0	23
05:00 PM	0	0	2	2	7	7	2	2	0	0	11
Total Volume	0	0	25	25	86	86	22	22	0	0	133
% App. Total	0		100		100		100		0		
PHF	.000	.000	.568	.568	.371	.371	.611	.611	.000	.000	.438

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-West Service Rd Drways and SW 10th St. PM
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Groups Printed- Truck

	Service Rd (E) Southbound			SW 10th St. Westbound			Service Rd (E) Northbound			SW 10th St. Eastbound			Service Rd (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0		100	0		0	0		0	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	

	Service Rd (E) Southbound		SW 10th St. Westbound		Service Rd (E) Northbound		SW 10th St. Eastbound		Service Rd (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	**1**
Total Volume	0	0	1	1	0	0	0	0	0	0	1
% App. Total	0		100		0		0		0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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File Name : 13-West Service Rd Drways and SW 10th St. PM
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Groups Printed- Combined

	Service Rd (E) Southbound			SW 10th St. Westbound			Service Rd (E) Northbound			SW 10th St. Eastbound			Service Rd (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Right	Peds	App. Total	Int. Total
04:00 PM	0	1	1	3	0	3	0	0	0	3	0	3	0	0	0	7
04:15 PM	0	0	0	6	0	6	8	0	8	9	0	9	0	0	0	23
04:30 PM	0	0	0	11	0	11	58	0	58	7	0	7	0	0	0	76
04:45 PM	0	0	0	7	0	7	13	0	13	4	0	4	0	0	0	24
Total	0	1	1	27	0	27	79	0	79	23	0	23	0	0	0	130
05:00 PM	0	0	0	2	0	2	7	0	7	2	0	2	0	0	0	11
05:15 PM	0	0	0	4	0	4	3	0	3	2	0	2	0	0	0	9
05:30 PM	0	0	0	2	0	2	3	0	3	1	0	1	0	0	0	6
05:45 PM	0	0	0	1	0	1	5	0	5	3	0	3	0	0	0	9
Total	0	0	0	9	0	9	18	0	18	8	0	8	0	0	0	35
Grand Total	0	1	1	36	0	36	97	0	97	31	0	31	0	0	0	165
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.6	0.6	21.8	0	21.8	58.8	0	58.8	18.8	0	18.8	0	0	0	

	Service Rd (E) Southbound		SW 10th St. Westbound		Service Rd (E) Northbound		SW 10th St. Eastbound		Service Rd (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	0	6	6	8	8	**9**	**9**	0	0	23
04:30 PM	0	0	**11**	**11**	**58**	**58**	7	7	0	0	**76**
04:45 PM	0	0	7	7	13	13	4	4	0	0	24
05:00 PM	0	0	2	2	7	7	2	2	0	0	11
Total Volume	0	0	26	26	86	86	22	22	0	0	134
% App. Total	0		100		100		100		0		
PHF	.000	.000	.591	.591	.371	.371	.611	.611	.000	.000	.441

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File Name : 14-East Svc Rd Driveways and SW 10th St AM
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Groups Printed- Car

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	10	1	0	11	5	0	0	0	0	5	7	0	0	0	0	7	0	1	0	0	0	1	24
07:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	11	0	0	0	0	11	3	0	0	0	0	3	0	4	0	0	0	4	25
07:30 AM	0	0	0	0	0	0	0	0	11	0	0	11	12	0	0	0	0	12	1	0	0	0	0	1	0	7	0	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	3	0	0	0	0	3	1	0	0	0	0	1	0	9	0	0	0	9	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	31	0	0	0	0	31	12	0	0	0	0	12	0	21	0	0	0	21	107
08:00 AM	0	0	0	0	0	0	0	0	14	0	0	14	8	0	0	0	0	8	5	0	0	0	0	5	0	9	0	0	0	9	36
08:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	15	0	0	0	0	15	1	0	0	0	0	1	0	7	0	0	0	7	36
08:30 AM	0	0	0	0	0	0	0	0	7	1	0	8	9	0	0	0	0	9	1	0	0	0	0	1	0	7	0	0	0	7	25
08:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	12	0	0	0	0	12	1	0	0	0	0	1	0	6	0	0	0	6	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	44	0	0	0	0	44	8	0	0	0	0	8	0	29	0	0	0	29	124
Grand Total	0	0	0	0	0	0	0	0	84	2	0	86	75	0	0	0	0	75	20	0	0	0	0	20	0	50	0	0	0	50	231
Apprch %	0	0	0	0	0		0	0	97.7	2.3	0		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	36.4	0.9	0	37.2	32.5	0	0	0	0	32.5	8.7	0	0	0	0	8.7	0	21.6	0	0	0	21.6	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	0	11	0	11	12	0	0	0	12	1	0	0	0	1	0	7	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	**14**	0	**14**	3	0	0	0	3	1	0	0	0	1	0	**9**	0	0	**9**	27
08:00 AM	0	0	0	0	0	0	0	14	0	14	8	0	0	0	8	**5**	0	0	0	**5**	0	9	0	0	9	**36**
08:15 AM	0	0	0	0	0	0	0	13	0	13	**15**	0	0	0	**15**	1	0	0	0	1	0	7	0	0	7	36
Total Volume	0	0	0	0	0	0	0	52	0	52	38	0	0	0	38	8	0	0	0	8	0	32	0	0	32	130
% App. Total	0	0	0	0		0	0	100	0		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.929	.000	.929	.633	.000	.000	.000	.633	.400	.000	.000	.000	.400	.000	.889	.000	.000	.889	.903

Peggy Malone & Associates, Inc.
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File Name : 14-East Svc Rd Driveways and SW 10th St AM
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Groups Printed- Truck

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Apprch %	0	0	0	0	0		0	0	0	0	0		100	0	0	0	0		100	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	50	50	0	0	0	0	50	0	0	0	0	0	0	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

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File Name : 14-East Svc Rd Driveways and SW 10th St AM
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Groups Printed- Combined

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	10	1	0	11	5	0	0	0	0	5	8	0	0	0	0	8	0	1	0	0	0	1	25
07:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	11	0	0	0	0	11	3	0	0	0	0	3	0	4	0	0	0	4	25
07:30 AM	0	0	0	0	0	0	0	0	11	0	0	11	12	0	0	0	0	12	1	0	0	0	0	1	0	7	0	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	3	0	0	0	0	3	1	0	0	0	0	1	0	9	0	0	0	9	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	31	0	0	0	0	31	13	0	0	0	0	13	0	21	0	0	0	21	108
08:00 AM	0	0	0	0	0	0	0	0	14	0	0	14	8	0	0	0	0	8	5	0	0	0	0	5	0	9	0	0	0	9	36
08:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	16	0	0	0	0	16	1	0	0	0	0	1	0	7	0	0	0	7	37
08:30 AM	0	0	0	0	0	0	0	0	7	1	0	8	9	0	0	0	0	9	1	0	0	0	0	1	0	7	0	0	0	7	25
08:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	12	0	0	0	0	12	1	0	0	0	0	1	0	6	0	0	0	6	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	45	0	0	0	0	45	8	0	0	0	0	8	0	29	0	0	0	29	125
Grand Total	0	0	0	0	0	0	0	0	84	2	0	86	76	0	0	0	0	76	21	0	0	0	0	21	0	50	0	0	0	50	233
Apprch %	0	0	0	0	0		0	0	97.7	2.3	0		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	36.1	0.9	0	36.9	32.6	0	0	0	0	32.6	9	0	0	0	0	9	0	21.5	0	0	0	21.5	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	0	11	0	11	12	0	0	0	12	1	0	0	0	1	0	7	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	**14**	0	**14**	3	0	0	0	3	1	0	0	0	1	0	**9**	0	0	**9**	27
08:00 AM	0	0	0	0	0	0	0	14	0	14	8	0	0	0	8	**5**	0	0	0	**5**	0	9	0	0	9	36
08:15 AM	0	0	0	0	0	0	0	13	0	13	**16**	0	0	0	**16**	1	0	0	0	1	0	7	0	0	7	**37**
Total Volume	0	0	0	0	0	0	0	52	0	52	39	0	0	0	39	8	0	0	0	8	0	32	0	0	32	131
% App. Total	0	0	0	0		0	0	100	0		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.929	.000	.929	.609	.000	.000	.000	.609	.400	.000	.000	.000	.400	.000	.889	.000	.000	.889	.885

Peggy Malone & Associates, Inc.
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File Name : 14-East Svc Rd Driveways and SW 10th St PM
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Groups Printed- Car

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	5	0	1	6	24	0	0	0	0	24	16	0	0	0	0	16	0	4	0	0	0	4	50
04:15 PM	0	0	0	0	0	0	0	0	20	0	0	20	26	0	0	0	0	26	17	0	0	0	0	17	0	2	0	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	0	11	4	0	15	29	0	0	0	0	29	15	0	0	0	0	15	0	7	0	0	0	7	66
04:45 PM	0	0	0	0	0	0	0	0	15	2	0	17	31	0	0	0	0	31	14	0	0	0	0	14	0	1	0	0	0	1	63
Total	0	0	0	0	0	0	0	0	51	6	1	58	110	0	0	0	0	110	62	0	0	0	0	62	0	14	0	0	0	14	244
05:00 PM	0	0	0	0	0	0	0	0	15	0	0	15	33	0	0	0	0	33	17	0	0	0	0	17	0	5	0	0	0	5	70
05:15 PM	0	0	0	0	0	0	0	0	2	1	0	3	21	0	0	0	0	21	11	0	0	0	0	11	0	3	0	0	0	3	38
05:30 PM	0	0	0	0	0	0	0	0	10	0	0	10	28	0	0	0	0	28	21	0	0	0	0	21	0	2	0	0	0	2	61
05:45 PM	0	0	0	0	0	0	0	0	9	0	0	9	32	0	0	0	0	32	12	0	0	0	0	12	0	2	0	0	0	2	55
Total	0	0	0	0	0	0	0	0	36	1	0	37	114	0	0	0	0	114	61	0	0	0	0	61	0	12	0	0	0	12	224
Grand Total	0	0	0	0	0	0	0	0	87	7	1	95	224	0	0	0	0	224	123	0	0	0	0	123	0	26	0	0	0	26	468
Apprch %	0	0	0	0	0		0	0	91.6	7.4	1.1		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	18.6	1.5	0.2	20.3	47.9	0	0	0	0	47.9	26.3	0	0	0	0	26.3	0	5.6	0	0	0	5.6	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	0	**20**	0	**20**	26	0	0	0	26	**17**	0	0	0	**17**	0	2	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	11	**4**	15	29	0	0	0	29	15	0	0	0	15	0	**7**	0	0	**7**	66
04:45 PM	0	0	0	0	0	0	0	15	2	17	31	0	0	0	31	14	0	0	0	14	0	1	0	0	1	63
05:00 PM	0	0	0	0	0	0	0	15	0	15	**33**	0	0	0	**33**	17	0	0	0	17	0	5	0	0	5	**70**
Total Volume	0	0	0	0	0	0	0	61	6	67	119	0	0	0	119	63	0	0	0	63	0	15	0	0	15	264
% App. Total	0	0	0	0		0	0	91	9		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.763	.375	.838	.902	.000	.000	.000	.902	.926	.000	.000	.000	.926	.000	.536	.000	.000	.536	.943

Peggy Malone & Associates, Inc.
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File Name : 14-East Svc Rd Driveways and SW 10th St PM
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Groups Printed- Truck

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Apprch %	0	0	0	0	0		0	0	100	0	0		0	0	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	50	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

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Groups Printed- Combined

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	5	0	1	6	24	0	0	0	0	24	16	0	0	0	0	16	0	4	0	0	0	4	50
04:15 PM	0	0	0	0	0	0	0	0	20	0	0	20	26	0	0	0	0	26	17	0	0	0	0	17	0	2	0	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	0	11	4	0	15	29	0	0	0	0	29	15	0	0	0	0	15	0	7	0	0	0	7	66
04:45 PM	0	0	0	0	0	0	0	0	15	2	0	17	31	0	0	0	0	31	14	0	0	0	0	14	0	2	0	0	0	2	64
Total	0	0	0	0	0	0	0	0	51	6	1	58	110	0	0	0	0	110	62	0	0	0	0	62	0	15	0	0	0	15	245
05:00 PM	0	0	0	0	0	0	0	0	15	0	0	15	33	0	0	0	0	33	17	0	0	0	0	17	0	5	0	0	0	5	70
05:15 PM	0	0	0	0	0	0	0	0	2	1	0	3	21	0	0	0	0	21	11	0	0	0	0	11	0	3	0	0	0	3	38
05:30 PM	0	0	0	0	0	0	0	0	11	0	0	11	28	0	0	0	0	28	21	0	0	0	0	21	0	2	0	0	0	2	62
05:45 PM	0	0	0	0	0	0	0	0	9	0	0	9	32	0	0	0	0	32	12	0	0	0	0	12	0	2	0	0	0	2	55
Total	0	0	0	0	0	0	0	0	37	1	0	38	114	0	0	0	0	114	61	0	0	0	0	61	0	12	0	0	0	12	225
Grand Total	0	0	0	0	0	0	0	0	88	7	1	96	224	0	0	0	0	224	123	0	0	0	0	123	0	27	0	0	0	27	470
Apprch %	0	0	0	0	0		0	0	91.7	7.3	1		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	18.7	1.5	0.2	20.4	47.7	0	0	0	0	47.7	26.2	0	0	0	0	26.2	0	5.7	0	0	0	5.7	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	0	**20**	0	**20**	26	0	0	0	26	**17**	0	0	0	**17**	0	2	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	11	**4**	15	29	0	0	0	29	15	0	0	0	15	0	**7**	0	0	**7**	66
04:45 PM	0	0	0	0	0	0	0	15	2	17	31	0	0	0	31	14	0	0	0	14	0	2	0	0	2	64
05:00 PM	0	0	0	0	0	0	0	15	0	15	**33**	0	0	0	**33**	17	0	0	0	17	0	5	0	0	5	**70**
Total Volume	0	0	0	0	0	0	0	61	6	67	119	0	0	0	119	63	0	0	0	63	0	16	0	0	16	265
% App. Total	0	0	0	0		0	0	91	9		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.763	.375	.838	.902	.000	.000	.000	.902	.926	.000	.000	.000	.926	.000	.571	.000	.000	.571	.946

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St AM
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Groups Printed- Car

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	40	192	44	0	276	33	130	48	0	211	45	145	30	0	220	57	436	83	0	576	1283
07:15 AM	55	254	33	0	342	61	148	49	0	258	78	231	38	0	347	77	480	118	0	675	1622
07:30 AM	67	263	42	0	372	72	218	46	0	336	67	264	47	0	378	79	472	163	0	714	1800
07:45 AM	79	288	46	0	413	67	190	62	0	319	77	279	61	0	417	79	412	189	0	680	1829
Total	241	997	165	0	1403	233	686	205	0	1124	267	919	176	0	1362	292	1800	553	0	2645	6534
08:00 AM	75	310	48	0	433	45	170	49	0	264	70	251	67	0	388	89	450	175	0	714	1799
08:15 AM	90	306	37	0	433	46	190	65	0	301	51	242	44	1	338	88	431	158	2	679	1751
08:30 AM	77	266	31	0	374	47	182	49	0	278	51	227	54	1	333	104	434	157	0	695	1680
08:45 AM	64	231	38	0	333	51	174	40	0	265	53	215	51	1	320	71	416	162	0	649	1567
Total	306	1113	154	0	1573	189	716	203	0	1108	225	935	216	3	1379	352	1731	652	2	2737	6797
Grand Total	547	2110	319	0	2976	422	1402	408	0	2232	492	1854	392	3	2741	644	3531	1205	2	5382	13331
Apprch %	18.4	70.9	10.7	0		18.9	62.8	18.3	0		17.9	67.6	14.3	0.1		12	65.6	22.4	0		
Total %	4.1	15.8	2.4	0	22.3	3.2	10.5	3.1	0	16.7	3.7	13.9	2.9	0	20.6	4.8	26.5	9	0	40.4	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	67	263	42	372	**72**	**218**	46	**336**	67	264	47	378	79	**472**	163	**714**	1800
07:45 AM	79	288	46	413	67	190	62	319	**77**	**279**	61	**417**	79	412	**189**	680	**1829**
08:00 AM	75	**310**	**48**	**433**	45	170	49	264	70	251	**67**	388	**89**	450	175	714	1799
08:15 AM	**90**	306	37	433	46	190	**65**	301	51	242	44	337	88	431	158	677	1748
Total Volume	311	1167	173	1651	230	768	222	1220	265	1036	219	1520	335	1765	685	2785	7176
% App. Total	18.8	70.7	10.5		18.9	63	18.2		17.4	68.2	14.4		12	63.4	24.6		
PHF	.864	.941	.901	.953	.799	.881	.854	.908	.860	.928	.817	.911	.941	.935	.906	.975	.981

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St AM
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Groups Printed- Truck

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	3	0	0	5	2	4	6	0	12	5	1	4	0	10	1	7	1	0	9	36
07:15 AM	2	2	0	0	4	2	4	12	0	18	9	12	6	0	27	2	7	5	0	14	63
07:30 AM	1	8	2	0	11	3	11	8	0	22	5	8	11	0	24	2	13	2	0	17	74
07:45 AM	5	9	1	0	15	5	6	7	0	18	8	14	8	0	30	3	14	6	0	23	86
Total	10	22	3	0	35	12	25	33	0	70	27	35	29	0	91	8	41	14	0	63	259
08:00 AM	2	9	1	0	12	4	8	12	0	24	7	21	10	0	38	5	7	5	0	17	91
08:15 AM	0	14	1	0	15	1	11	5	0	17	9	21	6	0	36	5	11	1	0	17	85
08:30 AM	2	11	1	0	14	1	4	2	0	7	7	12	5	0	24	6	12	1	0	19	64
08:45 AM	0	7	2	0	9	1	9	6	0	16	6	14	3	0	23	4	11	7	0	22	70
Total	4	41	5	0	50	7	32	25	0	64	29	68	24	0	121	20	41	14	0	75	310
Grand Total	14	63	8	0	85	19	57	58	0	134	56	103	53	0	212	28	82	28	0	138	569
Apprch %	16.5	74.1	9.4	0		14.2	42.5	43.3	0		26.4	48.6	25	0		20.3	59.4	20.3	0		
Total %	2.5	11.1	1.4	0	14.9	3.3	10	10.2	0	23.6	9.8	18.1	9.3	0	37.3	4.9	14.4	4.9	0	24.3	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	8	**2**	11	3	**11**	8	22	5	8	**11**	24	2	13	2	17	74
07:45 AM	**5**	9	1	**15**	**5**	6	7	18	8	14	8	30	3	**14**	**6**	**23**	86
08:00 AM	2	9	1	12	4	8	**12**	**24**	7	**21**	10	**38**	**5**	7	5	17	**91**
08:15 AM	0	**14**	1	15	1	11	5	17	**9**	21	6	36	5	11	1	17	85
Total Volume	8	40	5	53	13	36	32	81	29	64	35	128	15	45	14	74	336
% App. Total	15.1	75.5	9.4		16	44.4	39.5		22.7	50	27.3		20.3	60.8	18.9		
PHF	.400	.714	.625	.883	.650	.818	.667	.844	.806	.762	.795	.842	.750	.804	.583	.804	.923

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St AM
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Groups Printed- Combined

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	42	195	44	0	281	35	134	54	0	223	50	146	34	0	230	58	443	84	0	585	1319
07:15 AM	57	256	33	0	346	63	152	61	0	276	87	243	44	0	374	79	487	123	0	689	1685
07:30 AM	68	271	44	0	383	75	229	54	0	358	72	272	58	0	402	81	485	165	0	731	1874
07:45 AM	84	297	47	0	428	72	196	69	0	337	85	293	69	0	447	82	426	195	0	703	1915
Total	251	1019	168	0	1438	245	711	238	0	1194	294	954	205	0	1453	300	1841	567	0	2708	6793
08:00 AM	77	319	49	0	445	49	178	61	0	288	77	272	77	0	426	94	457	180	0	731	1890
08:15 AM	90	320	38	0	448	47	201	70	0	318	60	263	50	1	374	93	442	159	2	696	1836
08:30 AM	79	277	32	0	388	48	186	51	0	285	58	239	59	1	357	110	446	158	0	714	1744
08:45 AM	64	238	40	0	342	52	183	46	0	281	59	229	54	1	343	75	427	169	0	671	1637
Total	310	1154	159	0	1623	196	748	228	0	1172	254	1003	240	3	1500	372	1772	666	2	2812	7107
Grand Total	561	2173	327	0	3061	441	1459	466	0	2366	548	1957	445	3	2953	672	3613	1233	2	5520	13900
Apprch %	18.3	71	10.7	0		18.6	61.7	19.7	0		18.6	66.3	15.1	0.1		12.2	65.5	22.3	0		
Total %	4	15.6	2.4	0	22	3.2	10.5	3.4	0	17	3.9	14.1	3.2	0	21.2	4.8	26	8.9	0	39.7	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	68	271	44	383	**75**	**229**	54	**358**	72	272	58	402	81	**485**	165	**731**	1874
07:45 AM	84	297	47	428	72	196	69	337	**85**	**293**	69	**447**	82	426	**195**	703	**1915**
08:00 AM	77	319	**49**	445	49	178	61	288	77	272	**77**	426	**94**	457	180	731	1890
08:15 AM	**90**	**320**	38	**448**	47	201	**70**	318	60	263	50	373	93	442	159	694	1833
Total Volume	319	1207	178	1704	243	804	254	1301	294	1100	254	1648	350	1810	699	2859	7512
% App. Total	18.7	70.8	10.4		18.7	61.8	19.5		17.8	66.7	15.4		12.2	63.3	24.4		
PHF	.886	.943	.908	.951	.810	.878	.907	.909	.865	.939	.825	.922	.931	.933	.896	.978	.981

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Groups Printed- Car

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	104	213	47	0	364	65	297	52	0	414	46	205	86	0	337	32	213	75	0	320	1435
04:15 PM	91	218	45	0	354	64	316	62	0	442	48	228	64	0	340	37	236	76	0	349	1485
04:30 PM	124	186	67	0	377	60	353	59	0	472	60	228	84	0	372	21	239	69	0	329	1550
04:45 PM	142	249	57	0	448	52	376	75	0	503	42	225	81	0	348	45	203	81	0	329	1628
Total	461	866	216	0	1543	241	1342	248	0	1831	196	886	315	0	1397	135	891	301	0	1327	6098
05:00 PM	161	235	58	0	454	46	434	66	0	546	73	211	114	0	398	36	207	70	0	313	1711
05:15 PM	166	230	62	0	458	53	439	68	0	560	69	273	119	0	461	44	283	86	0	413	1892
05:30 PM	172	243	62	0	477	53	422	69	0	544	74	306	108	0	488	35	225	96	0	356	1865
05:45 PM	166	234	36	0	436	47	441	39	0	527	54	298	125	0	477	40	292	86	0	418	1858
Total	665	942	218	0	1825	199	1736	242	0	2177	270	1088	466	0	1824	155	1007	338	0	1500	7326
Grand Total	1126	1808	434	0	3368	440	3078	490	0	4008	466	1974	781	0	3221	290	1898	639	0	2827	13424
Apprch %	33.4	53.7	12.9	0		11	76.8	12.2	0		14.5	61.3	24.2	0		10.3	67.1	22.6	0		
Total %	8.4	13.5	3.2	0	25.1	3.3	22.9	3.7	0	29.9	3.5	14.7	5.8	0	24	2.2	14.1	4.8	0	21.1	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	161	235	58	454	46	434	66	546	73	211	114	398	36	207	70	313	1711
05:15 PM	166	230	**62**	458	**53**	439	68	**560**	69	273	119	461	**44**	283	86	413	**1892**
05:30 PM	**172**	**243**	62	**477**	53	422	**69**	544	**74**	**306**	108	**488**	35	225	**96**	356	1865
05:45 PM	166	234	36	436	47	**441**	39	527	54	298	**125**	477	40	**292**	86	**418**	1858
Total Volume	665	942	218	1825	199	1736	242	2177	270	1088	466	1824	155	1007	338	1500	7326
% App. Total	36.4	51.6	11.9		9.1	79.7	11.1		14.8	59.6	25.5		10.3	67.1	22.5		
PHF	.967	.969	.879	.956	.939	.984	.877	.972	.912	.889	.932	.934	.881	.862	.880	.897	.968

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Groups Printed- Truck

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	8	0	0	14	1	7	7	0	15	6	6	0	0	12	6	12	2	0	20	61
04:15 PM	4	5	1	0	10	1	14	8	0	23	5	10	1	0	16	8	7	2	0	17	66
04:30 PM	2	15	1	0	18	3	7	4	0	14	3	6	0	0	9	9	17	1	0	27	68
04:45 PM	2	7	0	0	9	4	10	7	0	21	3	5	2	0	10	11	5	0	0	16	56
Total	14	35	2	0	51	9	38	26	0	73	17	27	3	0	47	34	41	5	0	80	251
05:00 PM	1	6	0	0	7	1	8	2	0	11	8	1	4	0	13	5	13	2	0	20	51
05:15 PM	2	11	1	0	14	2	8	4	0	14	1	5	1	0	7	4	6	2	0	12	47
05:30 PM	1	4	3	0	8	1	6	2	0	9	3	5	3	0	11	5	12	0	0	17	45
05:45 PM	1	6	1	0	8	0	3	1	0	4	2	2	6	0	10	2	10	1	0	13	35
Total	5	27	5	0	37	4	25	9	0	38	14	13	14	0	41	16	41	5	0	62	178
Grand Total	19	62	7	0	88	13	63	35	0	111	31	40	17	0	88	50	82	10	0	142	429
Apprch %	21.6	70.5	8	0		11.7	56.8	31.5	0		35.2	45.5	19.3	0		35.2	57.7	7	0		
Total %	4.4	14.5	1.6	0	20.5	3	14.7	8.2	0	25.9	7.2	9.3	4	0	20.5	11.7	19.1	2.3	0	33.1	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**6**	8	0	14	1	7	7	15	**6**	6	0	12	6	12	**2**	20	61
04:15 PM	4	5	**1**	10	1	**14**	**8**	**23**	5	**10**	1	**16**	8	7	2	17	66
04:30 PM	2	**15**	1	**18**	3	7	4	14	3	6	0	9	9	**17**	1	**27**	**68**
04:45 PM	2	7	0	9	**4**	10	7	21	3	5	**2**	10	**11**	5	0	16	56
Total Volume	14	35	2	51	9	38	26	73	17	27	3	47	34	41	5	80	251
% App. Total	27.5	68.6	3.9		12.3	52.1	35.6		36.2	57.4	6.4		42.5	51.2	6.2		
PHF	.583	.583	.500	.708	.563	.679	.813	.793	.708	.675	.375	.734	.773	.603	.625	.741	.923

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Groups Printed- Combined

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	110	221	47	0	378	66	304	59	0	429	52	211	86	0	349	38	225	77	0	340	1496
04:15 PM	95	223	46	0	364	65	330	70	0	465	53	238	65	0	356	45	243	78	0	366	1551
04:30 PM	126	201	68	0	395	63	360	63	0	486	63	234	84	0	381	30	256	70	0	356	1618
04:45 PM	144	256	57	0	457	56	386	82	0	524	45	230	83	1	359	56	208	81	0	345	1685
Total	475	901	218	0	1594	250	1380	274	0	1904	213	913	318	1	1445	169	932	306	0	1407	6350
05:00 PM	162	241	58	0	461	47	442	68	0	557	81	212	118	0	411	41	220	72	0	333	1762
05:15 PM	168	241	63	0	472	55	447	72	0	574	70	278	120	1	469	48	289	88	0	425	1940
05:30 PM	173	247	65	1	486	54	428	71	1	554	77	311	111	1	500	40	237	96	0	373	1913
05:45 PM	167	240	37	0	444	47	444	40	0	531	56	300	131	0	487	42	302	87	0	431	1893
Total	670	969	223	1	1863	203	1761	251	1	2216	284	1101	480	2	1867	171	1048	343	0	1562	7508
Grand Total	1145	1870	441	1	3457	453	3141	525	1	4120	497	2014	798	3	3312	340	1980	649	0	2969	13858
Apprch %	33.1	54.1	12.8	0		11	76.2	12.7	0		15	60.8	24.1	0.1		11.5	66.7	21.9	0		
Total %	8.3	13.5	3.2	0	24.9	3.3	22.7	3.8	0	29.7	3.6	14.5	5.8	0	23.9	2.5	14.3	4.7	0	21.4	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	162	241	58	461	47	442	68	557	**81**	212	118	411	41	220	72	333	1762
05:15 PM	168	241	63	472	**55**	**447**	**72**	**574**	70	278	120	468	**48**	289	88	425	**1939**
05:30 PM	**173**	**247**	**65**	**485**	54	428	71	553	77	**311**	111	**499**	40	237	**96**	373	1910
05:45 PM	167	240	37	444	47	444	40	531	56	300	**131**	487	42	**302**	87	**431**	1893
Total Volume	670	969	223	1862	203	1761	251	2215	284	1101	480	1865	171	1048	343	1562	7504
% App. Total	36	52	12		9.2	79.5	11.3		15.2	59	25.7		10.9	67.1	22		
PHF	.968	.981	.858	.960	.923	.985	.872	.965	.877	.885	.916	.934	.891	.868	.893	.906	.968

Peggy Malone & Associates, Inc.
(888) 247-8602

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Groups Printed- Car

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	58	46	0	121	45	220	56	0	321	121	111	15	0	247	13	430	59	0	502	1191
07:15 AM	27	88	72	0	187	51	201	52	1	305	148	142	33	1	324	11	452	60	1	524	1340
07:30 AM	52	94	94	0	240	64	247	64	0	375	161	179	39	0	379	11	458	73	0	542	1536
07:45 AM	45	144	106	0	295	80	283	85	2	450	145	183	47	0	375	12	390	66	0	468	1588
Total	141	384	318	0	843	240	951	257	3	1451	575	615	134	1	1325	47	1730	258	1	2036	5655
08:00 AM	55	150	106	0	311	84	226	59	1	370	152	184	15	0	351	6	439	58	0	503	1535
08:15 AM	69	147	103	0	319	61	241	65	0	367	120	191	22	0	333	10	455	64	1	530	1549
08:30 AM	58	136	108	0	302	73	227	41	2	343	121	160	31	1	313	11	409	58	0	478	1436
08:45 AM	59	124	109	0	292	67	253	46	1	367	116	193	24	1	334	8	433	46	1	488	1481
Total	241	557	426	0	1224	285	947	211	4	1447	509	728	92	2	1331	35	1736	226	2	1999	6001
Grand Total	382	941	744	0	2067	525	1898	468	7	2898	1084	1343	226	3	2656	82	3466	484	3	4035	11656
Apprch %	18.5	45.5	36	0		18.1	65.5	16.1	0.2		40.8	50.6	8.5	0.1		2	85.9	12	0.1		
Total %	3.3	8.1	6.4	0	17.7	4.5	16.3	4	0.1	24.9	9.3	11.5	1.9	0	22.8	0.7	29.7	4.2	0	34.6	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	52	94	94	240	64	247	64	375	**161**	179	39	**379**	11	**458**	**73**	**542**	1536
07:45 AM	45	144	**106**	295	80	**283**	**85**	**448**	145	183	**47**	375	**12**	390	66	468	**1586**
08:00 AM	55	**150**	106	311	**84**	226	59	369	152	184	15	351	6	439	58	503	1534
08:15 AM	**69**	147	103	**319**	61	241	65	367	120	**191**	22	333	10	455	64	529	1548
Total Volume	221	535	409	1165	289	997	273	1559	578	737	123	1438	39	1742	261	2042	6204
% App. Total	19	45.9	35.1		18.5	64	17.5		40.2	51.3	8.6		1.9	85.3	12.8		
PHF	.801	.892	.965	.913	.860	.881	.803	.870	.898	.965	.654	.949	.813	.951	.894	.942	.978

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Groups Printed- Truck

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	2	0	0	3	2	6	3	0	11	2	0	0	0	2	0	14	0	0	14	30
07:15 AM	4	2	1	0	7	2	9	1	0	12	1	6	0	0	7	0	15	3	0	18	44
07:30 AM	6	1	1	0	8	3	17	4	0	24	3	2	2	0	7	0	12	0	0	12	51
07:45 AM	5	2	0	0	7	0	8	0	0	8	4	3	0	0	7	2	22	0	0	24	46
Total	16	7	2	0	25	7	40	8	0	55	10	11	2	0	23	2	63	3	0	68	171
08:00 AM	0	3	2	0	5	3	17	1	0	21	2	6	2	0	10	0	17	3	0	20	56
08:15 AM	4	3	1	0	8	1	9	4	0	14	0	5	1	0	6	0	16	3	0	19	47
08:30 AM	2	3	1	0	6	2	8	2	0	12	5	5	3	0	13	0	21	2	0	23	54
08:45 AM	4	1	0	0	5	0	15	1	0	16	1	3	0	0	4	1	19	0	0	20	45
Total	10	10	4	0	24	6	49	8	0	63	8	19	6	0	33	1	73	8	0	82	202
Grand Total	26	17	6	0	49	13	89	16	0	118	18	30	8	0	56	3	136	11	0	150	373
Apprch %	53.1	34.7	12.2	0		11	75.4	13.6	0		32.1	53.6	14.3	0		2	90.7	7.3	0		
Total %	7	4.6	1.6	0	13.1	3.5	23.9	4.3	0	31.6	4.8	8	2.1	0	15	0.8	36.5	2.9	0	40.2	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**5**	2	0	7	0	8	0	8	4	3	0	7	**2**	**22**	0	**24**	46
08:00 AM	0	**3**	**2**	5	**3**	**17**	1	**21**	2	**6**	2	10	0	17	**3**	20	**56**
08:15 AM	4	3	1	**8**	1	9	**4**	14	0	5	1	6	0	16	3	19	47
08:30 AM	2	3	1	6	2	8	2	12	**5**	5	**3**	**13**	0	21	2	23	54
Total Volume	11	11	4	26	6	42	7	55	11	19	6	36	2	76	8	86	203
% App. Total	42.3	42.3	15.4		10.9	76.4	12.7		30.6	52.8	16.7		2.3	88.4	9.3		
PHF	.550	.917	.500	.813	.500	.618	.438	.655	.550	.792	.500	.692	.250	.864	.667	.896	.906

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Groups Printed- Combined

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	60	46	0	124	47	226	59	0	332	123	111	15	0	249	13	444	59	0	516	1221
07:15 AM	31	90	73	0	194	53	210	53	1	317	149	148	33	1	331	11	467	63	1	542	1384
07:30 AM	58	95	95	0	248	67	264	68	0	399	164	181	41	0	386	11	470	73	0	554	1587
07:45 AM	50	146	106	0	302	80	291	85	2	458	149	186	47	0	382	14	412	66	0	492	1634
Total	157	391	320	0	868	247	991	265	3	1506	585	626	136	1	1348	49	1793	261	1	2104	5826
08:00 AM	55	153	108	0	316	87	243	60	1	391	154	190	17	0	361	6	456	61	0	523	1591
08:15 AM	73	150	104	0	327	62	250	69	0	381	120	196	23	0	339	10	471	67	1	549	1596
08:30 AM	60	139	109	0	308	75	235	43	2	355	126	165	34	1	326	11	430	60	0	501	1490
08:45 AM	63	125	109	0	297	67	268	47	1	383	117	196	24	1	338	9	452	46	1	508	1526
Total	251	567	430	0	1248	291	996	219	4	1510	517	747	98	2	1364	36	1809	234	2	2081	6203
Grand Total	408	958	750	0	2116	538	1987	484	7	3016	1102	1373	234	3	2712	85	3602	495	3	4185	12029
Apprch %	19.3	45.3	35.4	0		17.8	65.9	16	0.2		40.6	50.6	8.6	0.1		2	86.1	11.8	0.1		
Total %	3.4	8	6.2	0	17.6	4.5	16.5	4	0.1	25.1	9.2	11.4	1.9	0	22.5	0.7	29.9	4.1	0	34.8	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	58	95	95	248	67	264	68	399	**164**	181	41	**386**	11	470	**73**	**554**	1587
07:45 AM	50	146	106	302	80	**291**	**85**	**456**	149	186	**47**	382	**14**	412	66	492	**1632**
08:00 AM	55	**153**	**108**	316	**87**	243	60	390	154	190	17	361	6	456	61	523	1590
08:15 AM	**73**	150	104	**327**	62	250	69	381	120	**196**	23	339	10	**471**	67	548	1595
Total Volume	236	544	413	1193	296	1048	282	1626	587	753	128	1468	41	1809	267	2117	6404
% App. Total	19.8	45.6	34.6		18.2	64.5	17.3		40	51.3	8.7		1.9	85.5	12.6		
PHF	.808	.889	.956	.912	.851	.900	.829	.891	.895	.960	.681	.951	.732	.960	.914	.955	.981

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File Name : 16-S Military Trail and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Car

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	62	166	57	0	285	73	365	72	0	510	60	125	27	2	214	22	256	46	1	325	1334
04:15 PM	76	158	49	0	283	69	344	83	0	496	91	107	39	0	237	33	269	65	0	367	1383
04:30 PM	77	179	70	0	326	89	361	80	0	530	92	114	35	0	241	31	343	53	1	428	1525
04:45 PM	90	184	50	2	326	98	377	81	1	557	75	121	38	0	234	28	280	60	1	369	1486
Total	305	687	226	2	1220	329	1447	316	1	2093	318	467	139	2	926	114	1148	224	3	1489	5728
05:00 PM	116	184	60	0	360	117	393	92	0	602	91	137	35	0	263	34	302	71	0	407	1632
05:15 PM	91	174	56	0	321	115	414	75	1	605	65	134	39	1	239	40	325	71	0	436	1601
05:30 PM	106	197	47	0	350	125	394	99	3	621	77	150	35	0	262	39	292	70	0	401	1634
05:45 PM	94	187	43	0	324	98	397	79	0	574	61	108	42	0	211	24	349	55	0	428	1537
Total	407	742	206	0	1355	455	1598	345	4	2402	294	529	151	1	975	137	1268	267	0	1672	6404
Grand Total	712	1429	432	2	2575	784	3045	661	5	4495	612	996	290	3	1901	251	2416	491	3	3161	12132
Apprch %	27.7	55.5	16.8	0.1		17.4	67.7	14.7	0.1		32.2	52.4	15.3	0.2		7.9	76.4	15.5	0.1		
Total %	5.9	11.8	3.6	0	21.2	6.5	25.1	5.4	0	37.1	5	8.2	2.4	0	15.7	2.1	19.9	4	0	26.1	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**116**	184	**60**	**360**	117	393	92	602	**91**	137	35	**263**	34	302	**71**	407	**1632**
05:15 PM	91	174	56	321	115	**414**	75	604	65	134	39	238	**40**	325	71	**436**	1599
05:30 PM	106	**197**	47	350	**125**	394	**99**	**618**	77	**150**	35	262	39	292	70	401	1631
05:45 PM	94	187	43	324	98	397	79	574	61	108	**42**	211	24	**349**	55	428	1537
Total Volume	407	742	206	1355	455	1598	345	2398	294	529	151	974	137	1268	267	1672	6399
% App. Total	30	54.8	15.2		19	66.6	14.4		30.2	54.3	15.5		8.2	75.8	16		
PHF	.877	.942	.858	.941	.910	.965	.871	.970	.808	.882	.899	.926	.856	.908	.940	.959	.980

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File Name : 16-S Military Trail and SW 10th St PM
Site Code :
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Groups Printed- Truck

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	6	3	0	12	4	12	2	0	18	1	0	1	0	2	0	17	1	0	18	50
04:15 PM	4	3	2	0	9	3	18	0	0	21	2	5	0	0	7	0	12	1	0	13	50
04:30 PM	3	4	2	0	9	2	12	1	0	15	1	1	1	0	3	0	16	2	0	18	45
04:45 PM	5	1	1	0	7	0	18	2	0	20	0	0	1	0	1	0	3	2	0	5	33
Total	15	14	8	0	37	9	60	5	0	74	4	6	3	0	13	0	48	6	0	54	178
05:00 PM	3	1	1	0	5	3	11	2	0	16	3	0	1	0	4	2	13	4	0	19	44
05:15 PM	7	5	0	0	12	1	5	0	0	6	0	1	1	0	2	1	9	5	0	15	35
05:30 PM	3	3	0	0	6	1	10	2	0	13	0	3	0	0	3	2	14	0	0	16	38
05:45 PM	0	4	0	0	4	0	11	1	0	12	2	4	0	0	6	0	9	4	0	13	35
Total	13	13	1	0	27	5	37	5	0	47	5	8	2	0	15	5	45	13	0	63	152
Grand Total	28	27	9	0	64	14	97	10	0	121	9	14	5	0	28	5	93	19	0	117	330
Apprch %	43.8	42.2	14.1	0		11.6	80.2	8.3	0		32.1	50	17.9	0		4.3	79.5	16.2	0		
Total %	8.5	8.2	2.7	0	19.4	4.2	29.4	3	0	36.7	2.7	4.2	1.5	0	8.5	1.5	28.2	5.8	0	35.5	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**6**	**3**	**12**	**4**	12	**2**	18	1	0	**1**	2	0	**17**	1	**18**	**50**
04:15 PM	4	3	2	9	3	**18**	0	**21**	**2**	**5**	0	**7**	0	12	1	13	50
04:30 PM	3	4	2	9	2	12	1	15	1	1	1	3	0	16	**2**	18	45
04:45 PM	**5**	1	1	7	0	18	2	20	0	0	1	1	0	3	2	5	33
Total Volume	15	14	8	37	9	60	5	74	4	6	3	13	0	48	6	54	178
% App. Total	40.5	37.8	21.6		12.2	81.1	6.8		30.8	46.2	23.1		0	88.9	11.1		
PHF	.750	.583	.667	.771	.563	.833	.625	.881	.500	.300	.750	.464	.000	.706	.750	.750	.890

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File Name : 16-S Military Trail and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Combined

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	65	172	60	0	297	77	377	74	0	528	61	125	28	2	216	22	273	47	1	343	1384
04:15 PM	80	161	51	0	292	72	362	83	0	517	93	112	39	0	244	33	281	66	0	380	1433
04:30 PM	80	183	72	0	335	91	373	81	0	545	93	115	36	0	244	31	359	55	1	446	1570
04:45 PM	95	185	51	2	333	98	395	83	1	577	75	121	39	0	235	28	283	62	1	374	1519
Total	320	701	234	2	1257	338	1507	321	1	2167	322	473	142	2	939	114	1196	230	3	1543	5906
05:00 PM	119	185	61	0	365	120	404	94	0	618	94	137	36	0	267	36	315	75	0	426	1676
05:15 PM	98	179	56	0	333	116	419	75	1	611	65	135	40	1	241	41	334	76	0	451	1636
05:30 PM	109	200	47	0	356	126	404	101	3	634	77	153	35	0	265	41	306	70	0	417	1672
05:45 PM	94	191	43	0	328	98	408	80	0	586	63	112	42	0	217	24	358	59	0	441	1572
Total	420	755	207	0	1382	460	1635	350	4	2449	299	537	153	1	990	142	1313	280	0	1735	6556
Grand Total	740	1456	441	2	2639	798	3142	671	5	4616	621	1010	295	3	1929	256	2509	510	3	3278	12462
Apprch %	28	55.2	16.7	0.1		17.3	68.1	14.5	0.1		32.2	52.4	15.3	0.2		7.8	76.5	15.6	0.1		
Total %	5.9	11.7	3.5	0	21.2	6.4	25.2	5.4	0	37	5	8.1	2.4	0	15.5	2.1	20.1	4.1	0	26.3	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**119**	185	**61**	**365**	120	404	94	618	**94**	137	36	**267**	36	315	75	426	**1676**
05:15 PM	98	179	56	333	116	**419**	75	610	65	135	40	240	**41**	334	**76**	**451**	1634
05:30 PM	109	**200**	47	356	**126**	404	**101**	**631**	77	**153**	35	265	41	306	70	417	1669
05:45 PM	94	191	43	328	98	408	80	586	63	112	**42**	217	24	**358**	59	441	1572
Total Volume	420	755	207	1382	460	1635	350	2445	299	537	153	989	142	1313	280	1735	6551
% App. Total	30.4	54.6	15		18.8	66.9	14.3		30.2	54.3	15.5		8.2	75.7	16.1		
PHF	.882	.944	.848	.947	.913	.976	.866	.969	.795	.877	.911	.926	.866	.917	.921	.962	.977

SW 10th Street 24 hour Counts (October 2016)

Station #: H1-EB
Site ID: 000000010748
Location: SW 10th St., E of Powerline Rd.
Direction: EAST

File: Rd_EB.prn
City: 16-324 AW Max
County: 26.30425, -80.15065

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	37	291	35	340	44	339	41	350	52	324	71	316	84	254	364	2214	52	316
00:30	30	332	33	298	32	314	39	313	35	373	50	349	71	280	290	2259	41	322
00:45	30	269	20	319	20	296	30	292	18	320	54	344	63	297	235	2137	33	305
01:00	16	298	18	330	18	315	23	316	32	328	32	344	61	275	200	2206	28	315
01:15	14	319	19	303	11	325	23	307	30	348	37	331	41	308	175	2241	25	320
01:30	13	334	15	336	25	325	22	325	26	300	28	285	52	278	181	2183	25	311
01:45	10	306	14	340	21	335	25	335	22	371	30	349	39	253	161	2289	23	327
02:00	16	302	11	291	16	305	13	294	17	323	23	308	26	256	122	2079	17	297
02:15	9	266	10	305	12	322	7	297	15	299	28	314	36	234	117	2037	16	291
02:30	12	323	12	324	14	350	9	308	22	415	27	313	34	266	130	2299	18	328
02:45	11	313	9	304	14	362	22	295	7	361	21	337	28	252	112	2224	16	317
03:00	14	319	22	437	17	335	14	305	16	315	20	301	26	264	129	2276	18	325
03:15	12	317	16	378	24	337	22	319	24	361	34	291	13	260	145	2263	20	323
03:30	13	359	15	441	31	354	16	313	13	367	18	280	21	219	127	2333	18	333
03:45	14	335	16	366	21	336	18	330	19	345	15	315	26	244	129	2271	18	324
04:00	29	318	16	386	22	328	18	314	22	363	11	287	19	236	137	2232	19	318
04:15	18	296	25	373	22	324	26	328	14	380	26	251	22	241	153	2193	21	313
04:30	26	387	21	409	25	346	22	340	39	398	22	291	20	218	175	2389	25	341
04:45	39	363	49	400	45	369	38	387	49	395	32	311	17	241	269	2466	38	352
05:00	54	357	42	397	54	333	26	295	43	423	17	291	23	221	259	2317	37	331
05:15	43	346	39	388	45	405	45	354	52	345	34	329	20	238	278	2405	39	343
05:30	86	390	69	430	75	368	67	399	72	423	32	299	26	255	427	2564	61	366
05:45	95	426	106	380	111	411	108	387	113	431	51	344	36	234	620	2613	88	373
06:00	131	343	142	369	124	388	129	380	157	439	70	316	41	254	794	2489	113	355
06:15	178	339	143	359	180	374	158	359	182	458	89	275	42	258	972	2422	138	346
06:30	252	341	216	345	234	386	225	349	216	410	111	313	71	243	1325	2387	189	341
06:45	350	329	348	376	328	289	323	334	354	420	156	316	58	215	1917	2279	273	325
07:00	439	268	489	283	438	291	452	330	425	386	181	271	85	215	2509	2044	358	292
07:15	532	271	529	266	525	261	529	269	499	349	181	277	73	229	2868	1922	409	274
07:30	596	255	575	269	569	282	583	257	549	356	227	335	73	181	3172	1935	453	276
07:45	548	239	588	233	554	217	579	220	553	314	231	283	91	191	3144	1697	449	242
08:00	574	195	557	204	564	219	537	222	570	313	232	232	113	211	3147	1596	449	228
08:15	583	203	538	199	578	192	569	206	570	253	217	196	108	178	3163	1427	451	203
08:30	561	156	552	180	571	194	535	179	568	230	244	208	128	155	3159	1302	451	186
08:45	525	138	526	139	547	179	513	181	508	202	275	174	167	152	3061	1165	437	166
09:00	419	130	504	133	528	165	518	128	503	190	283	206	205	134	2960	1086	422	155
09:15	441	125	480	155	462	153	444	146	438	199	270	194	171	122	2706	1094	386	156
09:30	426	117	472	149	449	132	476	148	419	151	277	155	225	113	2744	965	392	137
09:45	456	109	409	126	423	117	441	131	464	164	300	142	231	89	2724	878	389	125
10:00	450	122	358	119	379	108	365	147	389	167	297	155	256	77	2494	895	356	127
10:15	327	102	364	113	366	110	356	121	330	132	260	194	261	99	2264	871	323	124
10:30	397	85	346	128	331	116	382	155	399	143	301	250	259	92	2415	969	345	138
10:45	335	85	352	84	335	117	366	192	414	131	331	170	238	93	2371	872	338	124
11:00	291	65	334	75	354	90	351	209	332	107	273	125	250	77	2185	748	312	106
11:15	346	68	339	61	274	69	296	89	326	117	288	141	256	58	2125	603	303	86
11:30	285	54	335	55	315	73	292	74	323	100	355	131	247	49	2152	536	307	76
11:45	320	48	371	54	384	48	329	76	358	100	326	107	265	52	2353	485	336	69
12:00	317	35	306	46	304	44	268	62	342	83	346	98	278	35	2161	403	308	57

TOTALS	22508	23600	23283	23157	25162	19278	14392	151380	21588
AM Times	7:30	7:30	7:45	7:30	7:45	11:15	11:15	7:30	7:30
AM Peaks	2301	2258	2267	2268	2261	1315	1046	12626	1802
AM PHF	0.97	0.96	0.98	0.97	0.99	0.93	0.94	1.00	0.99
PM Times	17:00	15:00	17:15	17:30	17:30	12:30	12:30	17:30	17:30
PM Peaks	1519	1622	1572	1525	1751	1368	1160	10088	1440
PM PHF	0.89	0.92	0.96	0.96	0.96	0.98	0.94	0.97	0.97

Station #: H1-WB
Site ID: 000000010647
Location: SW 10th St., E of Powerline Rd.
Direction: WEST

File: Rd_WB.prn
City: 16-324 AW Max
County: 26.30422, -80.14954

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	51	314	30	287	52	283	57	319	64	328	107	273	140	212	501	2016	71	288
00:30	38	276	49	326	44	331	44	308	59	317	97	319	117	226	448	2103	64	300
00:45	46	301	31	290	48	313	45	325	51	334	90	326	102	281	413	2170	59	310
01:00	23	292	41	292	44	296	45	315	50	318	86	285	87	281	376	2079	53	297
01:15	34	298	36	314	25	308	36	327	50	405	109	324	78	294	368	2270	52	324
01:30	27	311	53	305	36	297	57	328	53	350	62	328	82	260	370	2179	52	311
01:45	23	288	24	349	24	368	29	342	35	336	42	281	57	275	234	2239	33	319
02:00	21	298	19	304	27	306	25	342	32	385	51	344	47	265	222	2244	31	320
02:15	22	309	25	316	23	336	21	334	27	359	37	293	55	253	210	2200	30	314
02:30	10	323	17	355	19	353	25	337	26	369	55	306	51	277	203	2320	29	331
02:45	17	342	26	326	15	340	29	336	30	412	39	308	42	243	198	2307	28	329
03:00	12	344	7	374	7	371	15	375	18	388	36	309	43	258	138	2419	19	345
03:15	20	350	9	355	18	340	23	395	21	383	51	313	41	285	183	2421	26	345
03:30	19	377	16	383	14	365	19	388	13	431	32	330	33	280	146	2554	20	364
03:45	16	343	23	419	12	377	19	390	12	426	23	274	29	206	134	2435	19	347
04:00	12	415	17	405	20	396	9	434	17	404	25	330	31	274	131	2658	18	379
04:15	8	419	9	385	10	452	13	451	13	479	29	313	29	253	111	2752	15	393
04:30	15	412	28	443	16	424	19	470	29	451	21	292	23	252	151	2744	21	392
04:45	22	460	17	479	23	469	22	488	28	512	25	337	26	280	163	3025	23	432
05:00	38	454	28	497	23	520	38	531	25	481	23	306	18	286	193	3075	27	439
05:15	27	555	33	536	34	550	26	566	33	494	30	359	22	330	205	3390	29	484
05:30	51	533	52	536	51	562	51	562	40	516	17	343	20	286	282	3338	40	476
05:45	56	521	53	564	58	564	48	547	53	555	36	286	30	312	334	3349	47	478
06:00	78	502	49	520	70	546	77	519	69	506	46	321	30	272	419	3186	59	455
06:15	96	501	88	532	97	532	84	527	107	457	48	321	31	291	551	3161	78	451
06:30	157	431	150	475	135	520	133	488	125	483	77	348	32	265	809	3010	115	430
06:45	180	395	178	457	169	430	184	464	159	377	97	323	37	278	1004	2724	143	389
07:00	238	349	240	419	249	401	222	388	218	371	80	272	44	218	1291	2418	184	345
07:15	284	345	248	371	243	310	224	307	260	315	85	248	33	220	1377	2116	196	302
07:30	280	252	307	317	303	309	283	324	329	312	125	285	69	214	1696	2013	242	287
07:45	303	241	338	248	358	284	383	290	306	319	156	231	62	215	1906	1828	272	261
08:00	330	268	335	247	288	259	344	284	333	295	173	236	64	226	1867	1815	266	259
08:15	312	257	299	278	284	268	298	229	288	291	170	207	83	199	1734	1729	247	247
08:30	276	221	313	246	313	261	342	232	292	268	179	228	88	183	1803	1639	257	234
08:45	288	165	257	188	264	233	289	210	322	231	181	194	116	186	1717	1407	245	201
09:00	224	168	279	209	269	229	307	222	272	225	216	243	110	171	1677	1467	239	209
09:15	221	171	236	182	239	234	259	213	248	207	215	173	116	149	1534	1329	219	189
09:30	262	164	283	181	279	187	288	210	289	260	199	228	129	137	1729	1367	247	195
09:45	263	169	277	160	312	167	311	179	256	211	187	181	161	132	1767	1199	252	171
10:00	259	127	257	185	261	174	260	183	241	243	236	196	162	122	1676	1230	239	175
10:15	232	132	261	172	260	148	238	159	235	220	238	213	157	122	1621	1166	231	166
10:30	235	116	275	151	263	120	273	163	251	182	243	196	186	103	1726	1031	246	147
10:45	265	105	255	116	285	134	272	131	251	174	232	234	180	95	1740	989	248	141
11:00	238	86	205	109	253	114	261	131	242	167	293	180	201	95	1693	882	241	126
11:15	274	87	289	87	287	91	299	80	261	173	262	178	170	84	1842	780	263	111
11:30	269	74	226	91	258	108	242	99	312	156	269	182	229	63	1805	773	257	110
11:45	262	60	281	92	242	68	283	77	278	144	277	151	225	67	1848	659	264	94
12:00	269	58	288	44	316	68	271	87	305	140	284	126	248	54	1981	577	283	82
TOTALS	20682		21774		22056		22548		23188		18565		14496		143309		20433	
AM Times	7:30		7:45		7:45		7:45		7:30		11:00		11:15		11:15		11:15	
AM Peaks	1225		1285		1243		1367		1256		1101		872		7476		1067	
AM PHF	0.93		0.95		0.87		0.89		0.94		0.94		0.88		0.94		0.94	
PM Times	17:15		17:15		17:15		17:00		17:15		16:45		17:00		17:15		17:15	
PM Peaks	2111		2156		2222		2206		2071		1345		1214		13263		1893	
PM PHF	0.95		0.96		0.98		0.97		0.93		0.94		0.92		0.98		0.98	

Station #: H2-EB
Site ID: 000000010645
Location: SW 10th St, W of Military Trail
Direction: EAST

File: Trail_EB.prn
City: 16-324 AW Min
County: 26.30425, -80.13148

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	33	374	37	336	54	375	46	364	60	390	66	359	86	289	382	2487	54	355
00:30	36	357	39	381	32	335	40	369	32	410	57	332	70	292	306	2476	43	353
00:45	30	349	25	359	20	386	35	372	20	391	46	367	61	297	237	2521	33	360
01:00	19	364	15	337	21	334	25	334	38	388	45	371	59	304	222	2432	31	347
01:15	18	332	20	369	11	389	24	361	38	403	79	346	53	310	243	2510	34	358
01:30	17	369	67	382	72	369	87	357	77	357	52	316	53	288	425	2438	60	348
01:45	10	370	19	377	17	372	38	350	34	389	29	380	34	301	181	2539	25	362
02:00	13	341	15	365	17	394	16	347	21	347	23	325	36	257	141	2376	20	339
02:15	13	319	15	315	17	312	17	325	24	351	34	337	36	268	156	2227	22	318
02:30	11	328	12	363	14	379	6	330	23	392	24	278	31	264	121	2334	17	333
02:45	12	348	6	366	14	417	22	343	14	408	27	372	29	274	124	2528	17	361
03:00	15	369	18	423	14	344	17	299	12	346	23	324	28	305	127	2410	18	344
03:15	15	310	18	437	25	387	23	350	24	408	31	302	15	261	151	2455	21	350
03:30	13	355	19	471	24	392	17	367	14	369	16	295	19	235	122	2484	17	354
03:45	15	409	20	432	22	404	17	419	14	415	16	351	29	266	133	2696	19	385
04:00	21	352	15	437	22	350	23	330	27	380	13	293	23	248	144	2390	20	341
04:15	22	345	26	409	20	366	24	348	17	402	29	305	19	249	157	2424	22	346
04:30	28	399	24	429	23	375	20	354	40	424	18	299	22	229	175	2509	25	358
04:45	32	447	42	485	47	467	31	449	54	508	33	324	18	241	257	2921	36	417
05:00	50	376	45	433	48	369	31	360	39	464	18	158	25	260	256	2420	36	345
05:15	43	428	43	458	53	464	53	428	46	392	37	0	18	239	293	2409	41	344
05:30	94	417	69	439	71	414	66	428	71	427	37	0	25	274	433	2399	61	342
05:45	82	441	98	417	105	441	89	407	102	461	46	151	41	244	563	2562	80	366
06:00	126	403	137	387	122	414	138	423	144	482	72	346	45	231	784	2686	112	383
06:15	159	387	138	391	164	391	150	366	150	473	82	304	35	265	878	2577	125	368
06:30	246	350	230	365	231	412	228	381	233	442	114	328	71	271	1353	2549	193	364
06:45	317	372	361	419	347	314	318	386	318	419	138	314	57	213	1856	2437	265	348
07:00	412	311	471	324	418	309	426	357	406	438	193	305	80	248	2406	2292	343	327
07:15	536	319	519	313	519	310	514	304	500	366	190	286	88	253	2866	2151	409	307
07:30	574	275	529	303	532	318	524	298	570	422	224	330	74	210	3027	2156	432	308
07:45	513	283	516	265	495	260	519	260	506	342	264	326	93	223	2906	1959	415	279
08:00	519	217	534	219	531	228	473	238	491	306	223	245	120	227	2891	1680	413	240
08:15	514	243	513	206	518	234	512	228	508	298	230	222	114	189	2909	1620	415	231
08:30	532	188	520	199	505	220	511	205	527	222	239	212	129	185	2963	1431	423	204
08:45	502	152	490	182	513	199	496	201	513	225	286	194	157	153	2957	1306	422	186
09:00	501	129	503	159	517	187	517	151	489	214	305	225	196	143	3028	1208	432	172
09:15	445	159	450	169	489	172	479	148	471	209	241	206	179	124	2754	1187	393	169
09:30	440	136	513	178	460	148	486	169	449	164	289	159	220	131	2857	1085	408	155
09:45	460	130	403	139	414	138	397	127	461	174	314	155	270	105	2719	968	388	138
10:00	447	116	404	119	419	133	414	158	412	169	278	169	246	95	2620	959	374	137
10:15	381	113	357	141	349	123	331	148	369	165	301	215	267	105	2355	1010	336	144
10:30	374	106	363	138	354	125	391	151	378	146	296	240	269	103	2425	1009	346	144
10:45	354	92	366	97	369	131	413	218	431	139	352	181	253	99	2538	957	362	136
11:00	343	64	336	82	347	93	339	213	367	107	302	130	277	71	2311	760	330	108
11:15	321	83	366	78	307	82	323	94	319	136	272	144	257	71	2165	688	309	98
11:30	318	58	354	54	334	80	318	94	370	112	359	140	259	65	2312	603	330	86
11:45	350	63	372	70	388	64	352	95	389	123	353	135	302	54	2506	604	358	86
12:00	357	40	384	50	399	53	321	59	352	92	360	99	292	42	2465	435	352	62
TOTALS	23971		25103		24777		24520		26571		19271		15251		159464		22743	
AM Times	7:15		7:15		7:15		8:15		7:30		11:15		11:15		8:15		8:15	
AM Peaks	2142		2098		2077		2036		2075		1344		1110		11857		1692	
AM PHF	0.93		0.98		0.98		0.98		0.91		0.93		0.92		0.98		0.98	
PM Times	17:15		16:45		17:15		17:15		17:45		12:15		12:30		17:45		17:45	
PM Peaks	1689		1815		1733		1686		1858		1429		1203		10374		1481	
PM PHF	0.96		0.94		0.93		0.98		0.96		0.96		0.97		0.97		0.97	

Station #: H2-WB
Site ID: 000000010650
Location: SW 10th St, W of Military Trail
Direction: WEST

File: Trail_WB.prn
City: 16-324 AW Min
County: 26.30442, -80.13084

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	53	319	39	332	55	342	61	328	66	349	105	300	150	232	529	2202	75	314
00:30	42	342	44	300	48	302	56	323	59	356	98	305	125	237	472	2165	67	309
00:45	39	280	35	348	49	373	46	352	55	333	91	316	100	245	415	2247	59	321
01:00	25	322	45	312	40	329	49	338	56	384	90	319	85	316	390	2320	55	331
01:15	30	333	31	325	25	319	34	340	40	406	104	318	72	253	336	2294	48	327
01:30	35	300	44	344	25	361	37	384	37	373	54	290	94	286	326	2338	46	334
01:45	20	350	22	343	25	368	26	331	42	380	37	314	50	295	222	2381	31	340
02:00	22	329	17	354	25	321	25	364	25	345	51	287	58	245	223	2245	31	320
02:15	21	351	23	353	20	382	20	347	35	405	40	321	47	293	206	2452	29	350
02:30	11	359	15	360	18	349	24	302	25	393	52	315	61	263	206	2341	29	334
02:45	15	325	24	396	17	396	26	382	29	377	41	292	40	228	192	2396	27	342
03:00	10	388	9	379	6	367	21	370	18	460	37	353	37	271	138	2588	19	369
03:15	24	362	11	379	15	366	23	394	20	405	39	307	42	256	174	2469	24	352
03:30	22	388	18	397	12	374	17	402	15	441	35	321	32	288	151	2611	21	373
03:45	14	370	20	405	12	381	14	410	8	385	26	311	39	247	133	2509	19	358
04:00	14	397	18	405	18	396	9	425	19	423	35	284	30	250	143	2580	20	368
04:15	9	437	7	402	18	448	15	450	18	476	27	325	31	247	125	2785	17	397
04:30	24	429	28	461	16	451	23	480	30	465	18	299	23	284	162	2869	23	409
04:45	20	466	20	487	31	476	25	475	28	507	28	305	25	254	177	2970	25	424
05:00	32	455	28	460	29	487	34	517	35	478	29	354	22	312	209	3063	29	437
05:15	32	522	47	488	41	521	33	535	31	467	30	334	19	295	233	3162	33	451
05:30	51	525	55	539	59	528	55	519	53	483	22	318	25	318	320	3230	45	461
05:45	67	501	57	520	60	543	59	521	54	522	39	309	29	310	365	3226	52	460
06:00	95	475	84	513	101	535	96	528	92	480	51	281	34	252	553	3064	79	437
06:15	105	471	96	505	109	500	94	499	113	432	61	323	30	298	608	3028	86	432
06:30	166	426	169	456	146	504	161	461	137	454	85	350	38	262	902	2913	128	416
06:45	210	415	225	457	225	419	209	483	201	357	118	283	41	266	1229	2680	175	382
07:00	271	326	277	425	260	419	247	377	258	371	108	299	54	233	1475	2450	210	350
07:15	296	341	282	347	293	333	294	318	287	313	102	263	50	230	1604	2145	229	306
07:30	290	248	300	298	318	284	288	326	306	329	116	257	65	219	1683	1961	240	280
07:45	323	257	344	283	339	315	382	265	339	310	173	253	73	258	1973	1941	281	277
08:00	367	258	338	264	342	255	383	311	350	273	167	226	77	190	2024	1777	289	253
08:15	319	251	319	264	297	274	313	223	292	287	178	222	81	221	1799	1742	257	248
08:30	294	233	332	232	315	254	339	223	314	295	186	240	103	205	1883	1682	269	240
08:45	271	178	266	203	301	251	304	244	315	217	166	193	107	177	1730	1463	247	209
09:00	237	175	285	226	257	268	349	215	290	225	208	228	116	194	1742	1531	248	218
09:15	238	187	229	190	222	220	280	204	264	237	217	191	104	167	1554	1396	222	199
09:30	243	171	316	190	340	206	303	237	310	250	195	201	128	127	1835	1382	262	197
09:45	293	197	266	179	294	172	303	172	301	250	211	209	166	135	1834	1314	262	187
10:00	262	153	263	179	277	184	287	197	243	246	244	206	148	137	1724	1302	246	186
10:15	223	139	308	202	292	160	246	192	248	234	221	199	168	115	1706	1241	243	177
10:30	281	130	259	159	260	141	250	170	252	182	262	220	181	123	1745	1125	249	160
10:45	266	125	275	130	310	143	292	141	233	181	208	218	164	93	1748	1031	249	147
11:00	247	111	231	129	261	127	283	145	285	175	319	197	216	107	1842	991	263	141
11:15	289	96	265	87	274	96	285	96	268	191	244	184	161	90	1786	840	255	120
11:30	240	86	266	92	281	116	272	110	309	146	259	190	233	61	1860	801	265	114
11:45	286	58	260	96	262	67	259	80	322	158	285	153	255	70	1929	682	275	97
12:00	300	53	308	44	331	71	278	89	303	134	255	132	213	56	1988	579	284	82
TOTALS	21454		22459		22865		23124		23770		18682		14753		147107		20973	
AM Times	7:45		7:45		7:30		7:45		7:45		11:00		11:00		7:45		7:45	
AM Peaks	1303		1333		1296		1417		1295		1107		865		7679		1096	
AM PHF	0.89		0.97		0.95		0.92		0.93		0.87		0.85		0.95		0.95	
PM Times	17:15		17:30		17:15		17:15		17:15		17:00		17:00		17:15		17:00	
PM Peaks	2023		2077		2127		2103		1952		1315		1235		12682		1809	
PM PHF	0.96		0.96		0.98		0.98		0.93		0.93		0.97		0.98		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:10/18/2016

Station #: H3
Site ID: 000000010621
Location: SW 24th Ave., N of S. Military Trail
Direction: NORTH

File: Trail.prn
City: 16-324 AW Min
County: 26.29998, -80.13617

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			18		19		20											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	5	0	8	0	4							0	17	0	5
00:30			0	4	0	7	0	2							0	13	0	4
00:45			0	7	0	3	0	8							0	18	0	6
01:00			0	8	1	6	1	5							2	19	0	6
01:15			0	3	0	4	0	3							0	10	0	3
01:30			0	5	0	2	4	5							4	12	1	4
01:45			0	2	0	3	1	7							1	12	0	4
02:00			0	3	0	5	0	2							0	10	0	3
02:15			0	1	0	2	0	2							0	5	0	1
02:30			0	7	0	1	0	2							0	10	0	3
02:45			0	2	0	0	0	4							0	6	0	2
03:00			0	4	0	4	0	1							0	9	0	3
03:15			0	4	0	2	0	3							0	9	0	3
03:30			0	1	0	5	0	2							0	8	0	2
03:45			0	2	0	5	0	0							0	7	0	2
04:00			0	3	0	6	0	4							0	13	0	4
04:15			0	6	0	3	0	6							0	15	0	5
04:30			0	6	1	9	0	6							1	21	0	7
04:45			0	5	0	1	0	4							0	10	0	3
05:00			1	4	2	2	2	3							5	9	1	3
05:15			0	3	0	5	0	4							0	12	0	4
05:30			0	5	1	4	0	5							1	14	0	4
05:45			1	4	0	4	0	2							1	10	0	3
06:00			1	8	0	4	0	5							1	17	0	5
06:15			3	1	0	2	1	4							4	7	1	2
06:30			1	5	2	3	2	3							5	11	1	3
06:45			0	4	2	4	0	3							2	11	0	3
07:00			5	3	4	1	1	5							10	9	3	3
07:15			3	0	1	4	6	8							10	12	3	4
07:30			3	3	3	3	1	4							7	10	2	3
07:45			8	4	2	3	13	3							23	10	7	3
08:00			8	1	6	3	7	2							21	6	7	2
08:15			2	4	7	1	4	4							13	9	4	3
08:30			6	3	3	3	6	2							15	8	5	2
08:45			4	6	4	1	0	6							8	13	2	4
09:00			2	4	4	3	2	1							8	8	2	2
09:15			0	0	3	0	2	2							5	2	1	0
09:30			7	0	1	0	4	4							12	4	4	1
09:45			3	3	6	1	2	3							11	7	3	2
10:00			2	1	2	4	2	4							6	9	2	3
10:15			1	3	3	1	3	1							7	5	2	1
10:30			2	1	1	0	1	2							4	3	1	1
10:45			2	0	6	0	1	0							9	0	3	0
11:00			4	0	1	1	4	0							9	1	3	0
11:15			2	0	2	1	4	0							8	1	2	0
11:30			4	0	1	0	4	0							9	0	3	0
11:45			4	0	3	0	4	1							11	1	3	0
12:00			4	0	2	0	4	0							10	0	3	0
TOTALS	0		231		208		237		0		0		0		676		200	
AM Times			7:45		8:00		7:45								7:45		7:45	
AM Peaks			24		20		30								72		23	
AM PHF			0.75		0.71		0.58								0.78		0.82	
PM Times			12:15		12:15		12:45								12:15		12:15	
PM Peaks			24		24		21								67		21	
PM PHF			0.75		0.75		0.66								0.88		0.88	

Station #: H3
Site ID: 000000010621
Location: SW 24th Ave., N of S. Military Trail
Direction: SOUTH

File: Trail.prn
City: 16-324 AW Min
County: 26.29998, -80.13617

TIME	MON		TUE 18		WED 19		THU 20		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	24	5	25	2	27							8	76	2	25
00:30			0	10	1	22	3	15							4	47	1	15
00:45			2	18	1	28	2	22							5	68	1	22
01:00			1	23	0	26	1	31							2	80	0	26
01:15			0	33	2	21	1	32							3	86	1	28
01:30			2	16	2	25	3	19							7	60	2	20
01:45			0	19	0	19	0	21							0	59	0	19
02:00			0	16	0	27	0	20							0	63	0	21
02:15			1	33	0	29	0	35							1	97	0	32
02:30			0	26	0	19	0	23							0	68	0	22
02:45			0	24	0	24	0	19							0	67	0	22
03:00			0	27	0	35	1	32							1	94	0	31
03:15			1	25	2	29	0	24							3	78	1	26
03:30			0	20	0	28	1	23							1	71	0	23
03:45			0	21	0	24	0	34							0	79	0	26
04:00			0	30	0	29	0	25							0	84	0	28
04:15			0	31	0	27	0	32							0	90	0	30
04:30			0	37	0	31	0	42							0	110	0	36
04:45			0	57	0	55	0	63							0	175	0	58
05:00			0	30	0	40	0	33							0	103	0	34
05:15			0	48	2	39	0	53							2	140	0	46
05:30			0	45	1	50	2	39							3	134	1	44
05:45			2	47	3	43	3	34							8	124	2	41
06:00			4	46	1	35	2	34							7	115	2	38
06:15			6	45	3	38	2	43							11	126	3	42
06:30			4	26	3	37	4	32							11	95	3	31
06:45			4	30	3	32	9	28							16	90	5	30
07:00			6	30	7	34	3	38							16	102	5	34
07:15			13	30	15	21	11	27							39	78	13	26
07:30			10	27	16	35	16	22							42	84	14	28
07:45			18	23	16	27	16	35							50	85	16	28
08:00			17	21	21	29	22	18							60	68	20	22
08:15			17	22	20	14	10	21							47	57	15	19
08:30			17	14	17	21	15	23							49	58	16	19
08:45			13	13	14	16	12	13							39	42	13	14
09:00			10	16	18	23	11	15							39	54	13	18
09:15			26	13	22	15	17	14							65	42	21	14
09:30			13	9	13	11	20	11							46	31	15	10
09:45			20	11	10	10	19	10							49	31	16	10
10:00			17	14	14	15	16	14							47	43	15	14
10:15			15	10	14	12	22	13							51	35	17	11
10:30			20	6	17	16	12	6							49	28	16	9
10:45			12	11	12	13	12	10							36	34	12	11
11:00			14	5	11	4	19	10							44	19	14	6
11:15			21	9	14	11	17	8							52	28	17	9
11:30			22	8	17	5	14	3							53	16	17	5
11:45			19	8	13	3	27	3							59	14	19	4
12:00			18	4	18	2	15	5							51	11	17	3
TOTALS	0		1477		1522		1516		0		0		0		4515		1475	
AM Times			11:15		7:45		9:30								11:15		11:15	
AM Peaks			80		74		77								215		70	
AM PHF			0.91		0.88		0.88								0.91		0.92	
PM Times			17:15		16:45		16:30								16:45		16:45	
PM Peaks			186		184		191								552		182	
PM PHF			0.97		0.84		0.76								0.79		0.78	

FTE Data from Other Document Efforts

FACILITY_ID	(All)
LANE_NO	(All)

Cypress Creek Plaza

Sum of COUNT(*)	Column Labels								
	NE			NE Total	SW			SW Total	Grand Total
Row Labels	3/1/2016	3/2/2016	3/3/2016		3/1/2016	3/2/2016	3/3/2016		
00:00	15	12	13	40	20	22	18	60	100
00:15	14	10	15	39	14	13	14	41	80
00:30	16	20	13	49	24	15	15	54	103
00:45	8	10	6	24	8	14	6	28	52
01:00	12	10	11	33	11	15	11	37	70
01:15	8	9	9	26	11	11	14	36	62
01:30	6	6	7	19	8	9	6	23	42
01:45	4	9	9	22	12	10	13	35	57
02:00	5	7	8	20	13	16	10	39	59
02:15	6	5	7	18	11	10	8	29	47
02:30	7	13	3	23	1	6	11	18	41
02:45	6	7	9	22	6	6	14	26	48
03:00	9	6	10	25	8	9	10	27	52
03:15	2	10	10	22	8	9	6	23	45
03:30	7	7	11	25	9	4	4	17	42
03:45	7	8	8	23	10	8	7	25	48
04:00	6	11	9	26	9	7	4	20	46
04:15	15	5	11	31	7	11	8	26	57
04:30	13	16	12	41	13	9	8	30	71
04:45	16	20	13	49	10	13	10	33	82
05:00	18	13	9	40	7	5	18	30	70
05:15	21	26	23	70	14	12	13	39	109
05:30	23	28	30	81	13	23	19	55	136
05:45	49	41	35	125	23	22	17	62	187
06:00	40	28	42	110	33	20	24	77	187
06:15	55	51	47	153	26	36	36	98	251
06:30	85	83	78	246	38	42	54	134	380
06:45	99	96	109	304	43	44	48	135	439
07:00	87	97	76	260	70	65	61	196	456
07:15	106	111	118	335	69	66	76	211	546
07:30	129	131	133	393	78	85	83	246	639
07:45	111	113	118	342	71	77	68	216	558
08:00	116	103	109	328	64	90	89	243	571
08:15	125	114	111	350	82	94	106	282	632
08:30	113	104	109	326	75	79	84	238	564
08:45	88	92	90	270	88	94	92	274	544
09:00	88	67	73	228	87	87	80	254	482
09:15	95	79	91	265	84	71	75	230	495
09:30	90	62	95	247	68	82	77	227	474
09:45	81	81	80	242	82	85	76	243	485
10:00	72	63	63	198	77	53	64	194	392
10:15	69	68	70	207	76	60	66	202	409
10:30	83	93	104	280	79	67	73	219	499
10:45	77	77	87	241	85	85	75	245	486
11:00	77	83	88	248	82	73	75	230	478
11:15	90	85	97	272	65	71	62	198	470
11:30	79	86	100	265	87	74	75	236	501

11:45	76	80	91	247	83	67	76	226	473
12:00	77	77	89	243	75	71	69	215	458
12:15	75	65	87	227	70	67	86	223	450
12:30	95	101	84	280	86	74	78	238	518
12:45	83	69	84	236	97	74	71	242	478
13:00	71	60	81	212	81	61	91	233	445
13:15	64	73	87	224	78	95	87	260	484
13:30	84	80	75	239	78	90	93	261	500
13:45	59	73	94	226	73	67	81	221	447
14:00	95	72	73	240	74	89	84	247	487
14:15	66	79	79	224	85	98	96	279	503
14:30	89	90	95	274	75	90	94	259	533
14:45	85	80	79	244	77	101	96	274	518
15:00	76	81	87	244	93	119	89	301	545
15:15	72	87	89	248	91	89	96	276	524
15:30	92	94	35	221	111	97	49	257	478
15:45	101	119	97	317	118	130	128	376	693
16:00	104	102	122	328	106	121	121	348	676
16:15	96	98	110	304	112	126	121	359	663
16:30	108	110	100	318	140	135	148	423	741
16:45	131	123	105	359	142	149	139	430	789
17:00	106	104	112	322	135	149	155	439	761
17:15	89	105	87	281	167	156	151	474	755
17:30	132	100	89	321	168	175	157	500	821
17:45	99	123	106	328	135	161	182	478	806
18:00	78	97	104	279	124	181	139	444	723
18:15	104	97	84	285	125	123	141	389	674
18:30	103	104	109	316	100	108	130	338	654
18:45	98	91	76	265	100	76	114	290	555
19:00	80	81	72	233	86	65	113	264	497
19:15	69	61	78	208	79	59	74	212	420
19:30	69	69	94	232	60	56	67	183	415
19:45	55	70	69	194	68	66	67	201	395
20:00	47	56	78	181	55	50	53	158	339
20:15	47	61	64	172	43	61	59	163	335
20:30	33	47	55	135	55	45	48	148	283
20:45	40	31	45	116	47	32	49	128	244
21:00	31	39	48	118	40	36	52	128	246
21:15	31	39	35	105	39	46	51	136	241
21:30	33	42	43	118	39	34	44	117	235
21:45	37	37	35	109	34	40	38	112	221
22:00	36	33	36	105	42	45	38	125	230
22:15	32	36	44	112	40	33	43	116	228
22:30	33	39	31	103	23	32	29	84	187
22:45	25	22	26	73	24	29	27	80	153
23:00	30	27	27	84	24	30	36	90	174
23:15	21	28	37	86	26	21	19	66	152
23:30	12	16	25	53	18	15	29	62	115
23:45	15	20	19	54	16	19	22	57	111
Grand Total	**5732**	**5764**	**5950**	**17446**	**5736**	**5832**	**6003**	**17571**	**35017**

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M66A	File:	M66A_970661_2016.prn
Site ID:	10677	City:	16-023 AW Max
Location:	Tpk NB Off to Atlantic	County:	26.22651 -81.1816
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	37	105	20	112	27	109	35	164	22	136	48	91	43	75	232	792	33	113
0:30	36	101	26	107	19	121	27	155	25	127	32	122	55	91	220	824	31	117
0:45	26	113	16	120	20	122	18	155	27	162	42	155	43	85	192	912	27	130
1:00	19	121	13	111	22	132	15	124	29	169	27	106	31	114	156	877	22	125
1:15	13	131	13	151	20	130	9	124	21	140	36	101	23	97	135	874	19	124
1:30	18	141	15	132	22	130	24	119	28	158	26	119	30	93	163	892	23	127
1:45	12	128	13	160	10	128	11	142	14	147	20	134	36	96	116	935	16	133
2:00	11	144	11	139	8	153	11	139	18	138	15	124	15	98	89	935	12	133
2:15	6	109	7	122	12	134	10	133	10	146	22	133	31	110	98	887	14	126
2:30	13	155	9	147	7	165	9	138	22	160	21	124	18	117	99	1006	14	143
2:45	8	178	7	156	12	176	11	144	12	169	10	136	16	106	76	1065	10	152
3:00	10	161	14	156	11	148	17	141	17	199	16	134	21	123	106	1062	15	151
3:15	6	159	8	170	12	163	6	169	16	169	13	114	18	93	79	1037	11	148
3:30	10	154	6	188	11	199	12	197	8	163	12	119	8	90	67	1110	9	158
3:45	7	180	6	210	9	185	8	172	11	201	17	109	19	110	77	1167	11	166
4:00	10	196	9	217	6	226	8	191	17	212	14	133	11	117	75	1292	10	184
4:15	6	188	12	202	15	215	8	231	11	243	11	114	14	83	77	1276	11	182
4:30	16	238	3	254	21	238	20	232	8	223	11	119	20	101	99	1405	14	200
4:45	25	200	11	232	19	236	11	218	11	211	9	110	15	96	101	1303	14	186
5:00	20	252	24	230	17	233	17	232	30	207	11	114	15	110	134	1378	19	196
5:15	24	270	20	250	16	266	11	244	20	240	25	102	16	89	132	1461	18	208
5:30	22	261	29	244	18	270	36	235	23	352	17	101	19	106	164	1569	23	224
5:45	35	210	44	243	41	257	37	193	42	325	36	135	32	110	267	1473	38	210
6:00	49	181	57	240	67	243	62	218	64	300	35	103	32	120	366	1405	52	200
6:15	77	193	69	222	79	217	65	219	54	350	32	124	22	111	398	1436	56	205
6:30	102	196	113	224	91	182	99	176	99	357	36	146	21	86	561	1367	80	195
6:45	181	221	172	214	161	192	160	186	150	288	61	115	28	97	913	1313	130	187
7:00	214	163	221	171	233	174	251	180	216	174	60	124	25	106	1220	1092	174	156
7:15	205	133	228	134	198	126	207	165	182	173	58	128	26	92	1104	951	157	135
7:30	260	95	284	133	263	165	267	159	258	142	63	119	30	103	1425	916	203	130
7:45	303	119	352	111	311	135	310	165	310	154	88	105	35	81	1709	870	244	124
8:00	348	122	345	99	377	92	366	119	338	120	88	106	36	70	1898	728	271	104
8:15	348	92	326	97	307	87	324	91	317	118	78	104	34	72	1734	661	247	94
8:30	376	98	347	66	337	86	311	110	294	89	93	92	36	73	1794	614	256	87
8:45	272	85	318	88	282	78	260	89	266	74	82	104	42	71	1522	589	217	84
9:00	261	75	233	76	268	86	246	74	253	93	108	81	42	53	1411	538	201	76
9:15	184	73	213	56	204	80	185	74	169	86	59	82	62	72	1076	523	153	74
9:30	199	65	196	59	133	87	159	60	160	80	97	82	59	43	1003	476	143	68
9:45	161	56	179	63	163	67	157	69	151	79	99	70	57	50	967	454	138	64
10:00	140	52	153	60	132	57	158	70	135	75	100	72	62	58	880	444	125	63
10:15	125	46	103	55	102	53	132	59	131	69	89	71	71	63	753	416	107	59
10:30	117	42	106	43	118	42	127	62	128	67	109	55	90	58	795	369	113	52
10:45	124	41	96	47	104	46	119	54	144	67	123	59	74	62	784	376	112	53
11:00	115	49	130	41	119	49	123	56	130	72	128	64	111	44	856	375	122	53
11:15	115	31	123	29	120	34	119	53	134	66	120	61	83	37	814	311	116	44
11:30	97	31	146	35	138	43	131	49	105	61	107	61	89	35	813	315	116	45
11:45	115	28	119	36	133	39	180	37	142	52	106	62	84	35	879	289	125	41
12:00	128	29	95	23	123	25	148	34	149	54	115	68	86	33	844	266	120	38
TOTALS	11217		11535		11559		11657		12578		7632		5921		72099		10259	
AM Times	7:45		7:45		7:45		7:45		7:45		10:30		11:00		7:45		7:45	
AM Peaks	1375		1370		1332		1311		1259		480		367		7135		1018	
AM PHF	0.91		0.97		0.88		0.9		0.93		0.94		0.83		0.94		0.94	
PM Times	17:00		17:15		17:15		16:45		17:45		14:15		14:15		17:15		17:15	
PM Peaks	993		977		1036		929		1332		527		456		5908		842	
PM PHF	0.92		0.98		0.96		0.95		0.93		0.97		0.93		0.94		0.94	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M66B	File:	M66B_970662_2016.prn
Site ID:	10638	City:	16-023 AW Max
Location:	Tpk SB On from Atalntic Blvd.	County:	26.22885 -80.1816
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	27	119	19	123	20	132	20	133	25	150	43	135	43	92	197	884	28	126
0:30	23	120	20	135	17	134	20	124	14	150	26	138	38	68	158	869	22	124
0:45	26	127	21	131	18	142	14	126	17	110	40	146	39	103	175	885	25	126
1:00	14	128	16	146	18	134	15	130	14	139	21	101	29	116	127	894	18	127
1:15	17	137	13	137	8	120	15	136	11	130	24	128	31	106	119	894	17	127
1:30	30	123	9	115	15	132	15	126	9	127	34	128	24	120	136	871	19	124
1:45	24	142	16	144	22	115	17	176	20	137	17	140	26	101	142	955	20	136
2:00	13	127	9	127	13	129	13	126	14	151	19	107	28	91	109	858	15	122
2:15	10	141	11	153	16	140	19	116	20	155	17	115	11	86	104	906	14	129
2:30	5	142	4	161	10	144	6	160	11	143	23	110	21	116	80	976	11	139
2:45	7	130	9	170	9	167	16	153	11	175	10	132	17	122	79	1049	11	149
3:00	15	161	12	135	15	160	9	149	11	169	13	129	15	88	90	991	12	141
3:15	10	151	13	138	9	164	10	162	16	165	18	129	11	109	87	1018	12	145
3:30	12	168	14	171	11	151	8	179	9	181	13	98	13	110	80	1058	11	151
3:45	5	166	6	170	8	177	10	158	5	222	18	120	12	104	64	1117	9	159
4:00	6	187	9	201	9	211	11	197	5	196	15	141	18	128	73	1261	10	180
4:15	9	215	13	224	11	281	14	270	7	262	13	149	12	80	79	1481	11	211
4:30	14	269	21	203	22	250	11	251	10	281	13	128	15	100	106	1482	15	211
4:45	18	250	24	264	19	265	17	288	18	263	16	163	16	126	128	1619	18	231
5:00	27	235	14	290	20	292	29	287	20	308	16	120	15	86	141	1618	20	231
5:15	34	347	40	346	31	349	37	382	29	334	33	108	31	109	235	1975	33	282
5:30	33	312	36	364	43	406	48	350	30	306	16	167	35	103	241	2008	34	286
5:45	60	298	58	339	64	294	46	341	45	337	32	124	21	104	326	1837	46	262
6:00	48	252	71	324	50	254	75	312	66	280	26	119	19	101	355	1642	50	234
6:15	84	235	86	272	80	266	80	242	68	232	35	140	19	113	452	1500	64	214
6:30	115	208	127	219	130	208	120	232	108	280	46	127	22	134	668	1408	95	201
6:45	159	169	163	197	157	211	169	229	147	239	54	112	36	80	885	1237	126	176
7:00	154	156	189	169	166	162	157	155	146	178	70	124	30	84	912	1028	130	146
7:15	245	115	232	143	222	149	225	122	184	166	70	109	48	88	1226	892	175	127
7:30	258	124	238	148	269	92	241	165	219	133	76	101	37	84	1338	847	191	121
7:45	234	92	232	110	239	119	244	119	259	134	94	98	51	81	1353	753	193	107
8:00	241	96	250	88	264	106	248	72	222	109	90	86	38	81	1353	638	193	91
8:15	275	86	255	96	265	95	263	82	275	95	101	113	36	62	1470	629	210	89
8:30	248	66	268	67	266	83	243	69	251	112	85	63	50	84	1411	544	201	77
8:45	238	64	264	65	225	72	254	60	227	73	142	97	55	55	1405	486	200	69
9:00	191	51	216	81	183	46	164	60	176	70	118	93	66	60	1114	461	159	65
9:15	135	60	200	56	151	69	191	72	155	78	100	72	75	47	1007	454	143	64
9:30	143	52	164	57	159	65	175	73	145	76	125	88	78	58	989	469	141	67
9:45	134	61	178	47	137	64	175	53	141	88	112	75	83	55	960	443	137	63
10:00	135	46	144	52	145	49	127	39	138	63	123	93	87	44	899	386	128	55
10:15	125	44	141	50	132	45	134	67	148	66	90	65	70	38	840	375	120	53
10:30	121	40	137	40	139	54	130	43	128	57	111	71	86	44	852	349	121	49
10:45	129	40	136	39	122	27	128	36	130	69	115	74	96	43	856	328	122	46
11:00	112	29	106	36	121	35	108	32	107	50	93	77	87	44	734	303	104	43
11:15	118	35	140	36	127	18	173	35	125	47	117	63	114	32	914	266	130	38
11:30	146	29	121	26	118	31	113	36	119	48	143	69	83	35	843	274	120	39
11:45	139	19	119	27	135	39	116	33	130	48	113	45	84	21	836	232	119	33
12:00	101	21	132	29	115	31	133	27	127	48	113	51	65	18	786	225	112	32
TOTALS	10852		11577		11424		11591		11742		8033		5990		71209		10133	
AM Times	7:30		8:00		7:30		8:00		7:45		11:15		10:30		8:00		8:00	
AM Peaks	1008		1037		1037		1008		1007		486		383		5639		804	
AM PHF	0.92		0.97		0.96		0.96		0.92		0.85		0.84		0.96		0.96	
PM Times	17:15		17:15		17:00		17:15		17:00		16:00		17:45		17:15		17:15	
PM Peaks	1209		1373		1341		1385		1285		581		452		7462		1064	
PM PHF	0.87		0.94		0.83		0.91		0.95		0.89		0.84		0.93		0.93	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M67A	File:	M67A_970671_2016.prn
Site ID:	10639	City:	16-023 AW Max
Location:	Tpk NB Off to Coconut Creek	County:	26.6485 -81.1666
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	8	82	6	90	18	82	8	76	11	75	15	58	22	42	88	505	12	72
0:30	4	83	4	73	9	82	8	92	9	77	8	69	19	36	61	512	8	73
0:45	11	100	3	103	5	94	5	95	13	81	5	74	13	38	55	585	7	83
1:00	12	73	14	103	10	81	8	105	11	95	4	75	9	46	68	578	9	82
1:15	6	66	7	82	9	90	2	78	8	88	15	59	11	43	58	506	8	72
1:30	6	82	5	84	9	82	7	70	11	96	9	68	6	47	53	529	7	75
1:45	2	83	10	86	7	92	9	72	7	84	8	55	5	27	48	499	6	71
2:00	5	86	6	83	9	88	11	93	10	81	12	81	11	52	64	564	9	80
2:15	7	84	2	75	5	64	5	85	7	91	5	73	7	40	38	512	5	73
2:30	3	98	7	103	3	97	10	110	6	103	5	65	6	48	40	624	5	89
2:45	2	94	6	93	3	89	5	102	9	110	2	84	3	44	30	616	4	88
3:00	10	91	9	91	3	83	6	91	6	89	3	72	4	51	41	568	5	81
3:15	4	86	5	77	10	91	3	88	9	97	6	75	2	36	39	550	5	78
3:30	9	92	9	90	12	100	6	83	7	102	2	70	1	42	46	579	6	82
3:45	11	100	4	87	7	100	13	120	4	79	12	59	5	38	56	583	8	83
4:00	3	97	7	81	10	111	8	97	7	111	3	53	2	62	40	612	5	87
4:15	10	84	7	107	8	89	14	113	9	108	12	58	2	44	62	603	8	86
4:30	15	92	18	110	26	101	13	100	16	102	6	48	8	41	102	594	14	84
4:45	17	102	23	90	20	122	18	92	27	119	13	64	2	44	120	633	17	90
5:00	31	119	32	121	36	101	25	86	26	121	17	52	3	26	170	626	24	89
5:15	24	91	27	117	33	94	23	129	24	117	16	56	5	33	152	637	21	91
5:30	29	115	29	120	23	99	26	121	29	65	15	60	7	34	158	614	22	87
5:45	42	125	37	112	40	115	31	101	44	90	17	61	9	44	220	648	31	92
6:00	41	91	58	108	56	95	51	115	47	81	20	58	12	37	285	585	40	83
6:15	71	108	67	117	61	104	58	107	66	87	24	52	14	32	361	607	51	86
6:30	89	95	87	89	90	106	78	89	82	72	40	50	30	35	496	536	70	76
6:45	179	90	155	108	146	93	154	86	130	110	61	50	58	34	883	571	126	81
7:00	148	79	193	60	164	60	158	70	164	122	70	45	54	39	951	475	135	67
7:15	133	65	142	58	152	65	156	54	157	69	49	67	41	37	830	415	118	59
7:30	186	57	206	57	195	48	207	74	163	52	60	49	25	26	1042	363	148	51
7:45	192	58	197	51	203	54	220	46	200	66	59	55	23	22	1094	352	156	50
8:00	186	36	190	44	199	40	184	41	190	39	69	51	34	39	1052	290	150	41
8:15	194	25	196	30	173	31	184	37	150	40	50	33	22	31	969	227	138	32
8:30	167	36	213	23	179	32	161	45	159	33	45	25	30	24	954	218	136	31
8:45	174	20	166	21	169	26	152	34	116	33	52	30	22	20	851	184	121	26
9:00	156	25	202	18	140	28	153	37	128	28	62	27	26	23	867	186	123	26
9:15	119	39	99	23	155	29	117	37	105	31	52	28	30	19	677	206	96	29
9:30	121	22	115	24	111	24	119	20	85	36	46	29	31	11	628	166	89	23
9:45	95	34	119	24	101	30	101	29	74	28	53	20	23	9	566	174	80	24
10:00	96	10	91	20	65	21	95	22	82	32	60	15	33	18	522	138	74	19
10:15	90	16	100	20	93	24	70	20	80	26	50	19	30	18	513	143	73	20
10:30	70	30	76	22	85	33	76	42	68	26	32	28	33	20	440	201	62	28
10:45	102	37	87	41	94	32	99	37	67	47	38	44	32	31	519	269	74	38
11:00	95	16	83	23	107	14	99	22	55	23	57	23	36	19	532	140	76	20
11:15	93	19	67	14	59	8	74	22	71	25	45	21	33	15	442	124	63	17
11:30	57	15	73	11	71	10	63	15	69	12	54	19	31	10	418	92	59	13
11:45	83	15	66	15	80	15	76	21	53	11	48	20	26	15	432	112	61	16
12:00	75	3	79	8	76	11	97	16	91	15	58	14	29	9	505	76	72	10
TOTALS	6449		6611		6519		6603		6287		3825		2471		38765		5491	
AM Times	7:30		7:45		7:30		7:30		7:15		6:45		6:30		7:30		7:30	
AM Peaks	758		796		770		795		710		240		183		4157		592	
AM PHF	0.98		0.93		0.95		0.9		0.89		0.86		0.79		0.95		0.95	
PM Times	17:00		17:00		16:00		17:15		16:30		14:00		16:00		17:00		17:00	
PM Peaks	450		470		423		466		459		303		191		2525		359	
PM PHF	0.9		0.97		0.87		0.9		0.95		0.9		0.77		0.97		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M67D	File:	M67D_970674_2016.prn
Site ID:	10719	City:	16-023 AW Max
Location:	Tpk SB On from Coconut Creek	County:	26.25031 -80.1666
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	17	83	28	91	34	76	18	79	30	76	20	50	115	49	262	504	37	72
0:30	4	99	10	86	6	80	21	89	18	67	26	51	151	20	236	492	33	70
0:45	3	87	19	80	26	76	21	83	14	78	16	42	23	34	122	480	17	68
1:00	5	60	5	63	5	65	10	63	4	95	12	40	10	33	51	419	7	59
1:15	4	57	1	83	8	97	7	92	10	79	16	63	7	37	53	508	7	72
1:30	13	91	16	79	6	79	3	97	6	112	13	53	9	46	66	557	9	79
1:45	10	99	10	97	13	73	16	83	12	90	10	55	5	49	76	546	10	78
2:00	16	86	10	88	14	90	5	82	15	76	21	45	17	56	98	523	14	74
2:15	6	105	12	99	7	101	17	117	16	101	22	42	17	45	97	610	13	87
2:30	8	101	8	102	5	107	5	108	12	97	10	52	9	32	57	599	8	85
2:45	6	95	3	78	10	94	9	99	18	127	11	61	6	44	63	598	9	85
3:00	9	94	5	72	15	104	14	113	7	87	12	54	1	54	63	578	9	82
3:15	8	154	6	130	11	144	3	138	6	129	5	74	3	57	42	826	6	118
3:30	10	149	6	132	14	113	9	125	4	112	6	52	2	47	51	730	7	104
3:45	7	130	9	146	8	135	17	154	7	152	2	62	3	38	53	817	7	116
4:00	7	128	6	130	14	164	9	101	9	154	6	67	2	23	53	767	7	109
4:15	15	147	11	144	15	138	10	166	12	161	5	47	2	32	70	835	10	119
4:30	15	132	18	154	13	168	10	154	18	166	6	48	8	30	88	852	12	121
4:45	15	162	17	178	12	164	16	168	14	168	12	61	3	28	89	929	12	132
5:00	13	161	25	159	15	158	14	160	23	157	10	51	6	32	106	878	15	125
5:15	25	206	21	198	26	195	16	199	39	154	17	52	7	32	151	1036	21	148
5:30	41	190	34	195	27	202	27	231	27	181	13	49	5	28	174	1076	24	153
5:45	36	141	42	145	62	152	49	177	52	170	22	59	7	81	270	925	38	132
6:00	53	137	42	133	51	138	50	142	45	137	17	44	9	45	267	776	38	110
6:15	50	99	46	145	49	141	47	153	55	140	21	43	13	34	281	755	40	107
6:30	70	90	58	119	59	128	78	122	65	112	16	50	8	33	354	654	50	93
6:45	58	96	68	86	76	83	79	84	72	110	32	38	10	25	395	522	56	74
7:00	82	78	103	108	121	90	98	79	79	75	35	44	20	27	538	501	76	71
7:15	131	68	114	84	105	86	109	63	116	65	42	33	30	27	647	426	92	60
7:30	112	66	96	71	97	61	106	73	97	58	48	25	17	28	573	382	81	54
7:45	102	69	104	64	119	55	133	63	116	56	53	92	15	31	642	430	91	61
8:00	85	51	117	46	101	57	107	57	110	47	27	50	13	22	560	330	80	47
8:15	94	59	102	63	103	67	105	47	100	74	47	43	25	21	576	374	82	53
8:30	104	62	103	43	126	60	81	54	93	51	39	29	18	26	564	325	80	46
8:45	110	43	96	49	93	44	95	50	109	28	28	30	15	22	546	266	78	38
9:00	104	39	95	52	72	26	67	31	71	49	42	33	14	18	465	248	66	35
9:15	99	45	75	55	74	34	104	46	84	32	44	26	18	21	498	259	71	37
9:30	63	37	96	40	91	29	94	46	87	32	30	15	24	18	485	217	69	31
9:45	72	36	99	35	107	41	96	65	93	36	41	26	27	14	535	253	76	36
10:00	64	21	89	32	83	26	86	43	85	36	46	23	15	19	468	200	66	28
10:15	66	52	107	48	46	31	90	58	61	43	45	29	25	22	440	283	62	40
10:30	69	34	74	31	90	24	78	25	78	107	42	28	24	15	455	264	65	37
10:45	72	9	85	13	71	27	80	25	71	27	37	35	27	70	443	206	63	29
11:00	56	23	89	26	83	19	73	23	90	36	44	37	23	36	458	200	65	28
11:15	95	34	75	39	71	44	70	56	72	45	38	60	21	38	442	316	63	45
11:30	55	21	75	17	74	15	96	26	68	20	40	44	35	10	443	153	63	21
11:45	83	14	72	18	64	10	77	8	61	20	43	54	24	10	424	134	60	19
12:00	67	13	99	7	69	15	69	14	63	14	57	20	45	9	469	92	67	13
TOTALS	6362		6654		6587		6825		6653		3428		2501		39010		5533	
AM Times	7:15		7:15		7:45		7:15		7:15		7:00		0:15		7:15		7:15	
AM Peaks	430		431		449		455		439		178		299		2422		344	
AM PHF	0.82		0.92		0.89		0.86		0.95		0.84		0.5		0.94		0.93	
PM Times	16:45		16:45		16:45		17:00		17:00		15:15		14:45		16:45		16:45	
PM Peaks	719		730		719		767		662		255		202		3919		558	
PM PHF	0.87		0.92		0.89		0.83		0.91		0.86		0.89		0.91		0.91	

FACILITY_ID	5150
LANE_NO	(All)

Coconut Creek Tolled Ramps

Sum of COUNT(*)	Column Labels								
	NE				SW				
Row Labels	3/1/2016	3/2/2016	3/3/2016	NE Total	3/1/2016	3/2/2016	3/3/2016	SW Total	Grand Total
00:00	9	15	24	48	8	14	13	35	83
00:15	6	19	13	38	10	10	9	29	67
00:30	14	22	15	51	6	10	4	20	71
00:45	15	10	10	35	6	4	14	24	59
01:00	9	15	15	39	4	10	4	18	57
01:15	7	5	10	22	3	7	3	13	35
01:30	7	15	12	34	10	5	6	21	55
01:45	15	18	20	53	6	6	1	13	66
02:00	7	8	12	27	4	10	8	22	49
02:15	11	8	13	32	6	3	6	15	47
02:30	9	9	7	25	8	3	6	17	42
02:45	7	11	8	26	8	8	11	27	53
03:00	13	8	16	37	6	10	8	24	61
03:15	8	5	9	22	2	7	8	17	39
03:30	5	6	5	16	9	8	4	21	37
03:45	6	10	8	24	5	4	5	14	38
04:00	15	8	8	31	8	4	5	17	48
04:15	12	13	5	30	5	5	7	17	47
04:30	7	5	10	22	7	8	10	25	47
04:45	9	10	15	34	16	9	10	35	69
05:00	10	13	8	31	13	8	16	37	68
05:15	17	15	15	47	28	22	23	73	120
05:30	20	28	23	71	28	47	33	108	179
05:45	32	28	37	97	39	44	50	133	230
06:00	43	29	32	104	47	49	44	140	244
06:15	48	40	46	134	79	81	80	240	374
06:30	76	83	78	237	125	137	143	405	642
06:45	107	82	104	293	146	178	171	495	788
07:00	130	138	136	404	194	176	190	560	964
07:15	155	138	145	438	300	309	282	891	1329
07:30	152	160	168	480	342	320	324	986	1466
07:45	172	164	149	485	281	357	288	926	1411
08:00	160	167	184	511	320	298	340	958	1469
08:15	182	164	179	525	223	322	306	851	1376
08:30	128	117	105	350	287	355	333	975	1325
08:45	129	121	124	374	284	279	235	798	1172
09:00	94	134	112	340	205	197	233	635	975
09:15	100	113	108	321	188	206	204	598	919
09:30	114	96	118	328	163	126	170	459	787
09:45	79	108	81	268	122	123	118	363	631
10:00	88	80	80	248	106	119	105	330	578
10:15	93	93	105	291	89	100	120	309	600
10:30	113	105	89	307	110	106	86	302	609
10:45	104	102	74	280	99	108	97	304	584
11:00	90	106	100	296	73	88	82	243	539
11:15	81	81	102	264	93	72	103	268	532
11:30	71	102	95	268	93	109	96	298	566

11:45	84	108	96	288	75	88	127	290	578
12:00	92	108	100	300	109	73	102	284	584
12:15	92	109	99	300	105	74	105	284	584
12:30	108	82	108	298	91	101	92	284	582
12:45	97	99	106	302	91	114	113	318	620
13:00	76	106	112	294	94	117	74	285	579
13:15	102	121	95	318	69	108	89	266	584
13:30	109	126	116	351	80	98	104	282	633
13:45	102	99	110	311	87	95	101	283	594
14:00	113	120	130	363	87	113	104	304	667
14:15	123	101	126	350	115	92	102	309	659
14:30	117	124	104	345	106	116	70	292	637
14:45	116	130	47	293	104	106	36	246	539
15:00	150	157	166	473	105	125	106	336	809
15:15	162	163	154	479	111	117	104	332	811
15:30	200	206	209	615	110	142	132	384	999
15:45	186	184	199	569	137	130	128	395	964
16:00	221	203	199	623	145	118	139	402	1025
16:15	261	250	256	767	141	128	153	422	1189
16:30	229	229	245	703	146	162	154	462	1165
16:45	275	263	286	824	143	135	153	431	1255
17:00	299	296	315	910	138	142	143	423	1333
17:15	287	279	299	865	183	179	168	530	1395
17:30	274	285	275	834	177	159	169	505	1339
17:45	287	244	268	799	150	167	162	479	1278
18:00	250	211	201	662	151	168	149	468	1130
18:15	255	218	222	695	155	149	143	447	1142
18:30	173	147	148	468	136	114	139	389	857
18:45	140	131	127	398	109	102	103	314	712
19:00	129	136	124	389	72	79	94	245	634
19:15	84	96	73	253	44	76	93	213	466
19:30	95	99	88	282	51	65	51	167	449
19:45	87	74	62	223	46	40	45	131	354
20:00	86	70	70	226	41	44	35	120	346
20:15	53	76	73	202	37	45	44	126	328
20:30	54	73	52	179	40	39	39	118	297
20:45	68	40	54	162	33	33	29	95	257
21:00	34	50	61	145	38	23	48	109	254
21:15	40	52	55	147	38	28	29	95	242
21:30	47	60	53	160	22	21	26	69	229
21:45	38	32	32	102	30	25	29	84	186
22:00	39	48	29	116	26	24	29	79	195
22:15	41	28	40	109	21	19	19	59	168
22:30	18	35	31	84	21	23	14	58	142
22:45	37	33	26	96	22	14	17	53	149
23:00	39	33	35	107	16	11	13	40	147
23:15	31	21	30	82	16	16	14	46	128
23:30	17	26	30	73	11	10	6	27	100
23:45	23	11	14	48	7	16	13	36	84
Grand Total	**8819**	**8819**	**8782**	**26420**	**8296**	**8664**	**8565**	**25525**	**51945**

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M69A	File:	M69A_970691_2016.prn
Site ID:	10622	City:	16-023 AW Max
Location:	Tpk NB Off to Sample Rd.	County:	26.26901 -80.1687
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	30	158	21	136	22	138	29	161	41	176	49	156	42	144	234	1069	33	152
0:30	29	117	28	129	19	129	28	177	39	175	44	191	52	131	239	1049	34	149
0:45	27	146	15	177	28	169	18	199	29	192	46	181	43	145	206	1209	29	172
1:00	25	177	10	149	18	132	23	184	21	165	43	149	45	141	185	1097	26	156
1:15	18	149	19	146	18	190	14	182	24	149	32	154	39	133	164	1103	23	157
1:30	13	137	21	160	11	164	15	153	22	167	34	179	26	125	142	1085	20	155
1:45	10	156	10	169	10	190	8	164	30	179	24	178	37	126	129	1162	18	166
2:00	13	165	17	166	22	137	18	168	10	147	43	147	27	125	150	1055	21	150
2:15	8	148	14	145	19	155	12	177	10	144	16	176	26	131	105	1076	15	153
2:30	7	177	16	170	8	166	14	183	12	186	25	166	26	127	108	1175	15	167
2:45	13	176	7	163	12	204	8	179	20	193	20	164	28	133	108	1212	15	173
3:00	10	178	17	190	19	187	10	151	9	206	34	162	21	128	120	1202	17	171
3:15	12	186	11	195	14	220	18	193	11	238	14	157	20	123	100	1312	14	187
3:30	18	189	22	243	11	209	15	197	13	211	32	156	28	127	139	1332	19	190
3:45	28	193	22	194	25	213	21	219	25	231	28	152	27	104	176	1306	25	186
4:00	28	249	24	263	31	247	27	222	24	246	27	177	17	113	178	1517	25	216
4:15	20	225	16	246	13	266	20	263	28	260	20	146	14	103	131	1509	18	215
4:30	11	257	19	242	20	247	13	244	27	280	31	153	20	99	141	1522	20	217
4:45	29	296	39	287	35	253	21	276	32	237	37	148	18	93	211	1590	30	227
5:00	37	304	38	264	25	317	25	299	33	242	28	129	14	110	200	1665	28	237
5:15	32	307	31	288	40	274	42	297	40	211	34	149	14	101	233	1627	33	232
5:30	33	312	46	292	50	277	53	273	58	205	42	133	17	84	299	1576	42	225
5:45	65	283	66	303	76	305	47	261	65	217	45	150	11	97	375	1616	53	230
6:00	99	269	111	307	95	294	120	261	106	203	58	131	22	112	611	1577	87	225
6:15	80	219	95	254	93	276	92	256	109	205	45	132	26	96	540	1438	77	205
6:30	120	246	129	246	124	248	129	220	133	208	59	111	26	105	720	1384	102	197
6:45	193	265	190	211	176	216	190	230	166	236	74	133	40	101	1029	1392	147	198
7:00	253	215	237	197	239	215	256	215	226	201	93	107	35	104	1339	1254	191	179
7:15	292	177	274	184	279	195	288	160	263	169	61	129	25	89	1482	1103	211	157
7:30	305	164	343	161	344	156	339	174	332	183	83	106	34	114	1780	1058	254	151
7:45	363	130	336	159	351	135	348	168	373	135	108	128	58	84	1937	939	276	134
8:00	310	118	338	113	308	131	322	158	317	97	116	128	44	94	1755	839	250	119
8:15	331	91	344	110	332	109	309	156	337	111	98	73	47	82	1798	732	256	104
8:30	317	98	293	90	326	113	309	111	296	107	98	106	40	91	1679	716	239	102
8:45	348	88	290	80	342	98	318	99	287	108	100	94	51	80	1736	647	248	92
9:00	274	73	268	96	304	92	288	63	276	82	128	81	60	67	1598	554	228	79
9:15	234	72	346	81	230	87	222	83	275	96	107	70	52	50	1466	539	209	77
9:30	303	75	211	72	217	81	211	87	221	108	118	78	74	57	1355	558	193	79
9:45	239	71	209	70	205	70	212	80	205	58	131	79	102	68	1303	496	186	70
10:00	181	57	179	79	176	57	167	70	177	65	165	54	99	57	1144	439	163	62
10:15	158	51	171	53	153	54	150	63	130	97	144	76	77	55	983	449	140	64
10:30	163	55	138	50	131	68	150	66	182	72	136	63	99	50	999	424	142	60
10:45	130	47	187	56	160	59	161	68	141	80	136	85	124	43	1039	438	148	62
11:00	144	43	143	66	149	52	160	65	165	59	155	74	114	43	1030	402	147	57
11:15	123	37	138	44	149	43	144	76	148	51	144	75	142	43	988	369	141	52
11:30	133	42	146	37	169	43	177	54	159	58	160	55	133	35	1077	324	153	46
11:45	140	26	149	28	163	30	200	41	169	65	177	59	141	50	1139	299	162	42
12:00	134	30	155	28	157	31	180	29	151	53	172	53	117	28	1066	252	152	36
TOTALS	13327		13538		13660		13816		13531		9547		6935		84354		12007	
AM Times	7:45		7:30		7:30		7:30		7:30		11:15		11:15		7:30		7:30	
AM Peaks	1321		1361		1335		1318		1359		653		533		7270		1036	
AM PHF	0.91		0.99		0.95		0.95		0.91		0.92		0.94		0.94		0.94	
PM Times	16:45		17:15		17:00		16:45		16:00		12:00		12:15		17:00		17:00	
PM Peaks	1219		1190		1173		1145		1023		700		561		6484		924	
PM PHF	0.98		0.97		0.93		0.96		0.91		0.92		0.97		0.97		0.97	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M69D	File:	M69D_2016.prn
Site ID:	10679	City:	16-023 AW Max
Location:	Tpk SB On from Sample Rd.	County:	26.2721 -80.169
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	12	116	22	119	16	106	23	143	17	120	33	128	38	72	161	804	23	114
0:30	14	138	14	132	19	137	14	141	12	127	27	106	46	83	146	864	20	123
0:45	14	100	9	146	18	127	16	126	16	134	36	102	40	95	149	830	21	118
1:00	8	111	11	110	6	121	8	116	19	165	26	116	25	89	103	828	14	118
1:15	13	143	13	147	11	131	16	148	13	142	15	121	34	89	115	921	16	131
1:30	10	129	7	142	15	133	10	140	14	115	18	97	21	104	95	860	13	122
1:45	14	124	14	138	13	113	7	131	12	132	11	133	22	112	93	883	13	126
2:00	7	102	8	131	14	137	8	142	9	143	8	118	19	86	73	859	10	122
2:15	7	133	16	111	15	122	5	112	10	155	14	132	13	102	80	867	11	123
2:30	8	153	4	136	3	131	14	136	10	164	14	118	16	73	69	911	9	130
2:45	6	152	7	136	12	155	8	134	9	140	16	128	15	104	73	949	10	135
3:00	4	133	6	170	5	145	11	130	8	176	11	116	19	90	64	960	9	137
3:15	14	171	5	146	8	178	8	186	8	173	17	125	9	99	69	1078	9	154
3:30	9	157	16	179	8	173	9	182	4	191	5	157	12	73	63	1112	9	158
3:45	11	187	8	189	8	207	12	188	16	168	10	152	7	101	72	1192	10	170
4:00	11	198	14	193	11	225	7	232	9	192	14	130	11	112	77	1282	11	183
4:15	15	189	12	229	11	188	17	212	15	245	21	144	16	116	107	1323	15	189
4:30	27	213	32	209	25	212	15	235	32	223	29	150	17	106	177	1348	25	192
4:45	31	222	31	222	38	239	15	262	29	252	22	135	12	83	178	1415	25	202
5:00	21	268	30	229	14	271	41	266	13	273	12	131	13	95	144	1533	20	219
5:15	18	264	30	292	36	318	28	286	23	271	34	119	15	120	184	1670	26	238
5:30	41	294	55	287	34	303	60	307	41	268	20	161	14	72	265	1692	37	241
5:45	91	247	80	259	77	258	53	278	78	300	27	130	16	105	422	1577	60	225
6:00	52	260	89	251	79	244	92	270	69	234	35	120	29	93	445	1472	63	210
6:15	98	195	83	241	81	206	86	217	90	231	55	138	21	110	514	1338	73	191
6:30	137	235	138	228	125	209	113	237	126	217	45	124	22	121	706	1371	100	195
6:45	163	145	144	156	169	154	168	179	136	179	57	108	33	84	870	1005	124	143
7:00	176	117	177	141	191	144	208	140	163	170	47	127	18	89	980	928	140	132
7:15	197	125	238	117	230	145	206	141	184	141	74	123	43	90	1172	882	167	126
7:30	249	99	256	108	223	94	262	105	210	120	83	106	43	66	1326	698	189	99
7:45	254	92	245	91	255	95	270	75	263	114	107	105	31	77	1425	649	203	92
8:00	260	85	257	100	257	79	279	110	264	91	82	58	47	76	1446	599	206	85
8:15	281	75	250	78	298	71	263	94	283	75	90	94	40	59	1505	546	215	78
8:30	245	84	249	72	261	78	266	73	244	76	89	64	42	59	1396	506	199	72
8:45	214	48	244	47	268	59	221	85	210	78	83	58	45	48	1285	423	183	60
9:00	163	42	196	56	183	49	214	55	180	75	82	67	56	42	1074	386	153	55
9:15	146	43	174	58	173	68	190	66	153	84	89	79	58	56	983	454	140	64
9:30	153	54	155	49	155	59	164	48	149	67	83	52	48	54	907	383	129	54
9:45	127	45	149	40	131	51	135	68	136	61	104	75	54	42	836	382	119	54
10:00	90	42	123	40	122	50	134	56	144	73	99	56	75	37	787	354	112	50
10:15	112	41	115	37	106	40	110	45	106	53	95	41	62	37	706	294	100	42
10:30	124	34	132	43	125	44	130	38	109	55	74	51	71	42	765	307	109	43
10:45	117	34	113	37	122	40	130	35	124	59	116	54	71	36	793	295	113	42
11:00	122	18	107	22	143	33	99	24	122	40	93	57	81	17	767	211	109	30
11:15	106	31	100	29	126	33	127	33	119	40	122	53	60	20	760	239	108	34
11:30	89	23	103	24	84	16	92	19	106	37	117	48	74	22	665	189	95	27
11:45	122	19	124	20	123	24	110	28	117	37	93	37	86	21	775	186	110	26
12:00	99	14	133	15	107	21	98	25	106	28	124	37	89	4	756	144	108	20
TOTALS	10246		10690		10790		11071		11034		7459		5332		66622		9477	
AM Times	7:30		7:30		8:00		7:45		7:45		11:15		11:15		7:45		7:45	
AM Peaks	1044		1008		1084		1078		1054		456		309		5772		823	
AM PHF	0.93		0.98		0.91		0.97		0.93		0.92		0.87		0.96		0.96	
PM Times	17:00		17:15		17:00		17:15		17:00		15:30		15:45		17:00		17:00	
PM Peaks	1073		1089		1150		1141		1112		583		435		6472		923	
PM PHF	0.91		0.93		0.9		0.93		0.93		0.93		0.94		0.96		0.96	

FACILITY_ID	5140	
LANE_NO	(All)	Sample Road Tolled Ramps

Sum of COUNT(*)	Column Labels								
	NE				SW				
Row Labels	3/1/2016	3/2/2016	3/3/2016	NE Total	3/1/2016	3/2/2016	3/3/2016	SW Total	Grand Total
00:00	7	6	7	20	8	11	11	30	50
00:15	2	6	9	17	8	14	11	33	50
00:30	2	6	7	15	9	4	13	26	41
00:45	3	8	6	17	2	12	5	19	36
01:00	8	4	6	18	10	6	10	26	44
01:15	5	2	5	12	10	7	10	27	39
01:30	4	2	2	8	7	3	4	14	22
01:45	4	5	5	14	8	5	4	17	31
02:00	2	6	3	11	5	5	4	14	25
02:15	2	3	3	8	2	6	8	16	24
02:30	3	6	5	14	2	4	7	13	27
02:45	4	1	3	8	3	2	6	11	19
03:00	3	9	2	14	7	8	4	19	33
03:15	4	2	7	13	5	5	9	19	32
03:30	3	3	3	9	3	3	6	12	21
03:45	9	7	4	20	3	4	7	14	34
04:00	3	4	2	9	9	7	7	23	32
04:15	10	7	7	24	8	4	7	19	43
04:30	6	9	7	22	6	7	8	21	43
04:45	8	9	14	31	10	11	8	29	60
05:00	15	9	11	35	10	7	12	29	64
05:15	15	20	13	48	13	13	15	41	89
05:30	18	16	23	57	14	16	21	51	108
05:45	26	25	35	86	23	12	24	59	145
06:00	39	24	41	104	29	22	23	74	178
06:15	44	62	49	155	42	47	50	139	294
06:30	70	67	61	198	64	42	61	167	365
06:45	123	117	110	350	70	71	73	214	564
07:00	117	117	111	345	98	105	113	316	661
07:15	132	131	140	403	128	107	106	341	744
07:30	161	171	156	488	131	150	146	427	915
07:45	176	188	186	550	141	149	142	432	982
08:00	179	180	183	542	110	131	138	379	921
08:15	164	165	193	522	148	123	152	423	945
08:30	158	148	146	452	132	113	112	357	809
08:45	173	139	129	441	88	96	80	264	705
09:00	116	123	118	357	70	95	89	254	611
09:15	110	104	119	333	70	86	103	259	592
09:30	88	79	105	272	71	94	75	240	512
09:45	86	84	87	257	68	70	77	215	472
10:00	77	88	76	241	63	59	60	182	423
10:15	84	87	86	257	64	76	66	206	463
10:30	83	74	76	233	59	74	65	198	431
10:45	85	76	96	257	56	78	59	193	450
11:00	75	75	79	229	52	89	65	206	435
11:15	84	84	83	251	53	62	68	183	434
11:30	93	71	80	244	54	65	49	168	412
11:45	73	103	82	258	51	83	69	203	461
12:00	77	69	87	233	56	73	46	175	408
12:15	73	70	97	240	56	78	70	204	444
12:30	65	79	94	238	65	80	73	218	456
12:45	92	62	78	232	56	77	61	194	426
13:00	69	88	87	244	82	85	73	240	484
13:15	79	81	82	242	78	84	68	230	472
13:30	76	74	85	235	85	64	81	230	465
13:45	74	68	88	230	86	70	95	251	481
14:00	79	81	69	229	71	80	80	231	460

14:15	99	81	77	257	85	102	90	277	534
14:30	89	90	82	261	104	84	83	271	532
14:45	74	87	93	254	92	77	97	266	520
15:00	69	97	86	252	135	112	121	368	620
15:15	83	75	92	250	97	90	111	298	548
15:30	96	101	102	299	111	128	123	362	661
15:45	94	81	101	276	106	105	151	362	638
16:00	98	85	100	283	141	138	147	426	709
16:15	95	106	82	283	154	156	197	507	790
16:30	88	98	116	302	155	147	176	478	780
16:45	96	108	112	316	159	161	165	485	801
17:00	93	98	105	296	189	177	183	549	845
17:15	102	84	100	286	163	149	151	463	749
17:30	106	95	104	305	155	153	148	456	761
17:45	90	109	98	297	139	122	149	410	707
18:00	94	103	87	284	138	88	105	331	615
18:15	65	105	101	271	119	103	98	320	591
18:30	86	81	99	266	81	73	97	251	517
18:45	78	66	103	247	76	64	65	205	452
19:00	52	56	69	177	66	73	87	226	403
19:15	47	51	55	153	51	57	67	175	328
19:30	57	47	25	129	60	47	47	154	283
19:45	33	26	45	104	46	33	43	122	226
20:00	22	29	34	85	34	43	59	136	221
20:15	36	29	24	89	43	38	58	139	228
20:30	26	23	27	76	34	32	31	97	173
20:45	27	31	23	81	45	35	34	114	195
21:00	22	21	22	65	40	35	39	114	179
21:15	16	21	23	60	27	31	39	97	157
21:30	12	19	22	53	29	25	49	103	156
21:45	15	21	14	50	29	30	38	97	147
22:00	13	16	14	43	28	25	32	85	128
22:15	12	17	21	50	30	29	19	78	128
22:30	15	17	13	45	15	26	24	65	110
22:45	16	17	6	39	22	23	35	80	119
23:00	10	11	9	30	12	16	27	55	85
23:15	5	10	8	23	22	16	20	58	81
23:30	7	7	4	18	17	14	16	47	65
23:45	7	12	8	27	7	12	11	30	57
Grand Total	**5585**	**5635**	**5854**	**17074**	**5788**	**5823**	**6141**	**17752**	**34826**

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #: M71G File: M71G_2016.prn
Site ID: 12821 City: 16-023 MG Loop
Location: Tpk NB MI S of Sawgrass Xway (O/M/I) County: 26.27815 -80.1687
Direction: NORTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	118	545	102	558	96	607	126	621	169	713	246	671	217	580	1074	4295	153	613
0:30	94	579	78	539	108	531	110	646	132	706	215	660	204	644	941	4305	134	615
0:45	106	558	75	560	81	698	91	628	122	797	197	658	200	592	872	4491	124	641
1:00	83	575	64	556	73	635	56	631	88	774	142	686	148	696	654	4553	93	650
1:15	66	527	68	557	57	601	79	611	84	770	138	666	139	651	631	4383	90	626
1:30	83	622	46	584	55	598	61	728	78	862	117	643	132	596	572	4633	81	661
1:45	48	601	51	591	55	588	51	684	85	807	101	652	123	579	514	4502	73	643
2:00	45	587	54	570	42	584	51	691	70	730	101	661	131	597	494	4420	70	631
2:15	50	626	34	601	51	619	66	723	55	766	102	586	115	570	473	4491	67	641
2:30	54	658	32	629	46	718	66	732	65	920	87	614	83	587	433	4858	61	694
2:45	56	592	40	669	36	675	39	767	68	920	95	611	84	637	418	4871	59	695
3:00	33	695	40	696	44	757	47	794	69	940	70	700	85	633	388	5215	55	745
3:15	58	726	45	802	44	800	47	822	61	1029	74	736	65	636	394	5551	56	793
3:30	42	820	39	843	37	817	62	912	77	1108	63	706	78	652	398	5858	56	836
3:45	61	900	39	897	43	975	48	1023	68	1157	61	690	65	675	385	6317	55	902
4:00	59	947	36	973	54	986	46	1082	56	1176	71	720	72	657	394	6541	56	934
4:15	69	977	56	1079	58	1087	48	1127	59	1180	81	694	71	687	442	6831	63	975
4:30	80	1161	70	1178	49	1221	50	1342	101	1231	89	722	76	639	515	7494	73	1070
4:45	66	1205	60	1179	75	1167	76	1313	88	1111	79	658	77	728	521	7361	74	1051
5:00	110	1212	114	1304	101	1264	83	1204	116	1150	103	673	83	624	710	7431	101	1061
5:15	120	1315	111	1330	109	1272	115	1351	147	1132	116	638	87	630	805	7668	115	1095
5:30	141	1332	155	1337	144	1257	160	1378	177	1150	139	677	87	619	1003	7750	143	1107
5:45	212	1228	182	1295	189	1247	185	1139	221	1129	164	645	113	567	1266	7250	180	1035
6:00	248	1104	271	1164	243	1144	266	1173	245	996	218	651	105	572	1596	6804	228	972
6:15	339	1076	325	1100	291	1199	307	1110	334	1074	234	671	129	637	1959	6867	279	981
6:30	392	1100	434	1112	411	985	443	1000	424	911	312	650	149	622	2565	6380	366	911
6:45	526	1013	542	995	523	930	517	872	607	980	358	608	174	523	3247	5921	463	845
7:00	623	789	662	847	627	738	632	804	663	902	388	569	219	491	3814	5140	544	734
7:15	796	675	799	711	795	730	813	689	791	913	422	574	220	538	4636	4830	662	690
7:30	948	602	997	604	959	622	959	693	959	668	436	515	228	521	5486	4225	783	603
7:45	1018	540	1044	560	1101	567	1036	632	1087	643	527	484	257	458	6070	3884	867	554
8:00	1071	500	1041	534	1035	483	1073	571	1015	583	506	451	295	429	6036	3551	862	507
8:15	1094	435	1046	425	1016	467	1114	560	1151	589	517	416	251	421	6189	3313	884	473
8:30	1097	451	1103	447	1112	514	1087	500	1075	540	530	459	302	424	6306	3335	900	476
8:45	919	335	889	363	983	433	927	402	1033	558	606	437	345	361	5702	2889	814	412
9:00	747	328	853	341	789	354	790	380	808	467	622	378	314	347	4923	2595	703	370
9:15	612	316	762	302	752	417	715	388	768	453	622	333	416	301	4647	2510	663	358
9:30	629	300	668	302	644	336	747	367	787	448	616	412	441	286	4532	2451	647	350
9:45	735	297	636	286	663	333	697	373	765	423	612	390	469	287	4577	2389	653	341
10:00	556	255	616	273	649	316	689	309	667	394	663	375	496	261	4336	2183	619	311
10:15	497	239	568	274	591	286	588	302	778	367	634	378	494	266	4150	2112	592	301
10:30	536	193	565	295	630	231	636	304	733	337	664	359	516	234	4280	1953	611	279
10:45	586	211	640	256	591	229	600	344	690	328	641	396	616	192	4364	1956	623	279
11:00	528	163	565	285	636	206	556	370	677	320	636	390	616	191	4214	1925	602	275
11:15	517	161	524	217	628	195	595	329	615	296	682	385	564	176	4125	1759	589	251
11:30	586	170	534	185	550	163	691	253	669	330	620	356	626	173	4276	1630	610	232
11:45	577	150	566	133	544	147	648	181	704	283	674	311	623	130	4336	1335	619	190
12:00	565	105	517	118	592	117	644	161	636	282	618	286	605	124	4177	1193	596	170
TOTALS	49092		50214		50848		53549		57280		42610		35446		339039		48390	
AM Times	7:45		7:45		7:45		7:45		7:45		10:30		11:00		7:45		7:45	
AM Peaks	4280		4234		4264		4310		4328		2623		2429		24601		3513	
AM PHF	0.98		0.96		0.96		0.97		0.94		0.96		0.97		0.98		0.98	
PM Times	17:00		17:00		17:00		16:45		15:45		15:15		16:00		16:45		16:45	
PM Peaks	5087		5266		5040		5246		4744		2852		2711		30210		4314	
PM PHF	0.95		0.98		0.99		0.95		0.96		0.97		0.93		0.97		0.97	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #: M71H File: M71H_2016.prn
Site ID: 12823 City: 16-023 MG Loop
Location: Tpk SB ML S of Sawgrass Xway (O/M/I) County: 26.2778 -80.1693
Direction: SOUTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	119	633	87	585	92	514	98	650	116	670	137	699	158	603	807	4354	115	622
0:30	121	632	73	562	64	539	100	661	88	647	155	716	152	603	753	4360	107	622
0:45	127	617	66	624	73	590	67	594	82	718	125	688	122	664	662	4495	94	642
1:00	101	580	60	541	54	581	54	589	79	714	103	617	116	681	567	4303	81	614
1:15	67	572	61	583	43	577	65	599	60	688	102	658	108	667	506	4344	72	620
1:30	64	588	49	580	58	623	47	587	76	689	87	752	80	656	461	4475	65	639
1:45	71	627	51	582	44	621	53	621	56	694	73	737	80	683	428	4565	61	652
2:00	59	558	50	575	41	612	37	701	57	705	59	665	61	589	364	4405	52	629
2:15	55	628	46	585	57	663	42	629	46	737	69	618	58	636	373	4496	53	642
2:30	39	668	34	720	37	668	41	650	46	781	63	735	53	689	313	4911	44	701
2:45	51	610	46	628	31	625	47	620	50	790	54	703	46	658	325	4634	46	662
3:00	37	588	49	600	41	735	54	671	49	784	43	705	52	631	325	4714	46	673
3:15	43	660	43	666	55	715	47	702	53	785	45	626	42	646	328	4800	46	685
3:30	41	670	45	700	40	779	53	689	53	889	41	672	43	717	316	5116	45	730
3:45	44	802	54	817	50	885	51	844	62	911	57	699	39	708	357	5666	51	809
4:00	53	848	51	813	47	783	55	854	81	986	44	703	47	758	378	5745	54	820
4:15	61	845	49	913	61	858	58	865	70	980	48	704	50	761	397	5926	56	846
4:30	85	799	84	905	77	927	67	947	92	1007	59	671	36	766	500	6022	71	860
4:45	95	856	108	896	103	940	90	1046	106	1019	54	747	59	699	615	6203	87	886
5:00	134	944	108	1008	105	958	123	986	120	1010	80	766	44	688	714	6360	102	908
5:15	155	1054	148	990	132	987	166	1043	152	1000	88	702	61	689	902	6465	128	923
5:30	244	863	198	1113	219	1033	219	1043	214	1067	102	707	73	777	1269	6603	181	943
5:45	289	842	256	1022	266	1021	276	980	261	1022	141	770	78	687	1567	6344	223	906
6:00	366	781	312	998	315	943	336	956	336	1065	139	726	94	612	1898	6081	271	868
6:15	416	814	439	927	396	938	444	943	416	975	175	759	104	708	2390	6064	341	866
6:30	584	784	559	990	602	929	586	1038	536	993	222	668	123	648	3212	6050	458	864
6:45	782	866	770	860	759	773	714	949	648	956	244	630	160	702	4077	5736	582	819
7:00	992	755	941	696	860	656	944	908	900	729	316	657	167	676	5120	5077	731	725
7:15	1046	670	1059	525	1104	518	1066	612	1044	701	267	552	171	673	5757	4251	822	607
7:30	1303	509	1330	461	1356	468	1330	559	1152	866	372	567	203	618	7046	4048	1006	578
7:45	1496	383	1430	377	1463	414	1372	403	1285	743	427	519	249	565	7722	3404	1103	486
8:00	1465	383	1410	325	1367	328	1324	389	1247	455	456	429	250	533	7519	2842	1074	406
8:15	1495	352	1187	292	1319	306	1325	328	1403	421	444	481	216	509	7389	2689	1055	384
8:30	1432	417	1089	291	1386	307	1335	333	1348	464	480	426	283	465	7353	2703	1050	386
8:45	1424	369	1250	303	1381	275	1346	308	1235	398	486	385	269	457	7391	2495	1055	356
9:00	1200	323	1226	276	1117	253	1065	285	1068	379	562	383	305	467	6543	2366	934	338
9:15	1000	258	906	262	981	238	1098	274	986	376	509	346	318	389	5798	2143	828	306
9:30	861	271	919	220	942	254	1056	292	843	404	575	374	398	436	5594	2251	799	321
9:45	806	237	827	200	801	224	912	266	790	380	555	386	494	383	5185	2076	740	296
10:00	743	184	709	226	733	220	729	253	679	300	663	358	430	312	4686	1853	669	264
10:15	682	167	656	200	659	195	674	193	668	308	570	403	465	352	4374	1818	624	259
10:30	650	181	616	179	606	215	700	218	714	295	601	341	510	309	4397	1738	628	248
10:45	683	147	666	144	636	174	656	165	684	270	634	370	550	229	4509	1499	644	214
11:00	644	131	593	146	631	174	672	184	650	272	655	297	569	255	4414	1459	630	208
11:15	573	127	629	125	569	115	637	138	664	251	646	245	561	203	4279	1204	611	172
11:30	575	122	567	96	571	127	568	136	726	238	715	233	593	210	4315	1162	616	166
11:45	640	104	641	90	585	107	596	105	660	181	687	214	615	164	4424	965	632	137
12:00	548	89	508	77	611	115	661	125	633	148	708	182	605	162	4274	898	610	128
TOTALS	50469		49349		50040		51987		55245		40928		37053		335071		47829	
AM Times	7:45		7:30		7:45		7:45		7:45		11:15		11:15		7:45		7:45	
AM Peaks	5888		5357		5535		5356		5283		2756		2374		29983		4282	
AM PHF	0.98		0.94		0.95		0.98		0.94		0.96		0.97		0.97		0.97	
PM Times	16:45		17:00		17:00		16:45		17:15		17:30		15:45		17:00		17:00	
PM Peaks	3717		4133		3999		4118		4154		2962		2993		25772		3680	
PM PHF	0.88		0.93		0.97		0.98		0.97		0.96		0.98		0.98		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:

Station #:	No #	File:	M71A_2014.prn
Site ID:	M71A	City:	14-200 AW Max
Location:	NB on from EB	County:	26.30524 -80.1671
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	3		28		29		30		31		1		2					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	5	147	20	154	22	141	20	196	45	211	38	186	37	157	187	1192	26	170
0:30	21	150	9	129	26	156	25	166	19	212	39	168	40	170	179	1151	25	164
0:45	14	141	28	185	22	172	21	217	29	209	25	198	38	169	177	1291	25	184
1:00	16	167	10	163	20	146	9	204	10	184	28	178	31	163	124	1205	17	172
1:15	10	174	18	162	13	151	21	160	17	214	22	191	29	196	130	1248	18	178
1:30	8	163	14	168	16	165	13	191	9	192	37	201	28	191	125	1271	17	181
1:45	4	155	15	152	14	161	10	189	16	217	17	201	20	190	96	1265	13	180
2:00	5	160	19	182	17	170	11	163	14	179	26	185	25	144	117	1183	16	169
2:15	4	144	3	155	12	161	10	159	13	198	14	196	7	149	63	1162	9	166
2:30	14	169	19	146	12	161	10	198	13	212	14	201	11	175	93	1262	13	180
2:45	13	205	16	187	9	189	16	191	13	252	14	164	15	143	96	1331	13	190
3:00	15	210	8	181	18	191	3	212	6	248	12	177	9	199	71	1418	10	202
3:15	7	196	13	204	19	220	12	234	12	221	13	204	7	166	83	1445	11	206
3:30	12	205	10	195	6	201	15	237	9	265	20	197	7	163	79	1463	11	209
3:45	27	241	9	250	10	268	13	236	11	283	10	169	12	225	92	1672	13	238
4:00	20	242	15	215	16	250	13	267	16	318	11	158	12	160	103	1610	14	230
4:15	11	231	14	237	15	280	14	289	18	308	10	195	12	177	94	1717	13	245
4:30	13	275	18	237	14	282	11	314	14	334	16	148	7	168	93	1758	13	251
4:45	14	254	20	293	27	280	20	336	16	396	15	210	10	179	122	1948	17	278
5:00	21	287	18	310	17	306	24	375	15	388	26	210	6	212	127	2088	18	298
5:15	29	327	35	309	25	346	38	340	32	354	16	196	6	164	181	2036	25	290
5:30	43	391	29	372	49	347	44	393	51	414	27	198	14	164	257	2279	36	325
5:45	56	305	62	304	48	335	53	379	63	357	51	212	30	173	363	2065	51	295
6:00	80	364	48	337	55	341	60	311	69	283	44	166	29	138	385	1940	55	277
6:15	113	274	107	207	95	282	96	338	90	267	34	197	30	159	565	1724	80	246
6:30	162	224	129	217	108	245	145	312	114	241	61	169	45	171	764	1579	109	225
6:45	192	197	174	201	200	210	176	246	152	212	101	203	49	172	1044	1441	149	205
7:00	208	175	200	188	213	184	211	215	191	175	95	142	49	125	1167	1204	166	172
7:15	348	131	297	130	284	166	265	173	258	148	110	151	44	131	1606	1030	229	147
7:30	457	118	425	121	427	145	440	171	387	156	120	155	50	117	2306	983	329	140
7:45	532	83	493	112	518	116	497	142	493	127	153	127	65	143	2751	850	393	121
8:00	523	60	464	100	500	98	517	107	467	119	159	120	72	119	2702	723	386	103
8:15	475	81	502	108	470	99	532	127	408	100	144	104	91	93	2622	712	374	101
8:30	459	55	461	109	358	98	378	96	429	86	162	114	103	90	2350	648	335	92
8:45	363	69	471	79	323	91	383	83	357	86	177	94	100	78	2174	580	310	82
9:00	308	77	380	73	328	86	414	92	314	87	185	83	114	58	2043	556	291	79
9:15	272	64	335	69	360	79	375	90	288	109	182	82	104	62	1916	555	273	79
9:30	249	63	296	65	345	80	314	92	290	113	164	84	136	56	1794	553	256	79
9:45	229	66	249	78	224	55	223	84	274	95	206	82	144	47	1549	507	221	72
10:00	214	56	197	71	205	70	215	78	205	97	190	120	165	43	1391	535	198	76
10:15	183	36	200	47	180	56	218	60	207	98	157	202	115	31	1260	530	180	75
10:30	179	52	190	45	186	71	213	95	216	113	173	224	145	44	1302	644	186	92
10:45	190	54	195	67	170	70	204	128	196	77	179	152	142	39	1276	587	182	83
11:00	173	46	216	61	157	43	176	131	201	72	185	96	154	34	1262	483	180	69
11:15	153	35	149	42	164	39	166	111	182	71	168	65	192	18	1174	381	167	54
11:30	161	29	151	47	161	35	181	44	206	52	198	78	164	22	1222	307	174	43
11:45	143	34	172	26	161	31	167	44	194	45	198	47	206	17	1241	244	177	34
12:00	155	24	168	28	163	33	190	36	186	49	209	56	211	15	1282	241	183	34
TOTALS	14309		14609		14704		16234		16079		11711		9151		96797		13788	
AM Times	7:45		7:45		7:30		7:30		7:45		11:15		11:15		7:45		7:45	
AM Peaks	1989		1920		1915		1986		1797		773		773		10425		1488	
AM PHF	0.93		0.96		0.92		0.93		0.91		0.92		0.92		0.95		0.95	
PM Times	17:15		17:15		17:15		17:00		16:45		17:00		15:00		17:00		17:00	
PM Peaks	1387		1322		1369		1487		1552		816		753		8468		1208	
PM PHF	0.89		0.89		0.99		0.95		0.94		0.96		0.84		0.93		0.93	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 3/3/2016

Station #: M71C
Site ID: 10738
Location: Tpk NB Off to WB Sawgrass
Direction: NORTH

File: M71C_970713_2016.prn
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	7		8		9		3		4		5		6					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	27	75	26	71	19	62	21	76	24	76	45	70	34	60	196	490	28	70
0:30	15	83	28	66	14	69	27	96	33	89	34	73	30	61	181	537	25	76
0:45	28	72	12	73	18	72	14	93	22	80	26	77	29	82	149	549	21	78
1:00	13	67	23	91	19	73	13	89	18	94	20	83	25	63	131	560	18	80
1:15	13	90	19	84	9	80	10	107	20	102	27	69	29	72	127	604	18	86
1:30	16	84	14	111	10	96	13	82	18	103	23	76	22	70	116	622	16	88
1:45	8	104	8	111	18	83	5	110	21	126	18	86	31	69	109	689	15	98
2:00	6	101	19	110	11	91	18	105	17	127	23	78	29	74	123	686	17	98
2:15	6	96	12	86	8	96	10	113	7	99	23	72	27	53	93	615	13	87
2:30	6	87	8	102	11	78	7	120	9	114	17	84	24	66	82	651	11	93
2:45	7	108	3	103	7	106	15	117	8	123	12	83	18	74	70	714	10	102
3:00	5	116	5	124	5	133	8	116	9	127	23	105	10	72	65	793	9	113
3:15	7	129	11	117	7	127	7	144	4	118	16	85	13	85	65	805	9	115
3:30	8	128	8	134	13	139	7	138	7	164	13	81	19	86	75	870	10	124
3:45	4	142	4	176	9	131	7	156	12	149	12	82	8	99	56	935	8	133
4:00	8	160	4	154	4	164	8	182	6	158	9	95	15	81	54	994	7	142
4:15	9	154	6	164	6	187	9	163	10	180	14	79	11	83	65	1010	9	144
4:30	8	189	6	192	3	182	13	202	11	187	16	91	10	62	67	1105	9	157
4:45	5	203	7	194	6	204	8	191	2	177	12	87	11	78	51	1134	7	162
5:00	8	205	13	216	10	226	13	216	9	144	15	97	12	81	80	1185	11	169
5:15	12	262	11	250	17	245	8	244	19	150	13	111	14	88	94	1350	13	192
5:30	15	269	9	264	18	275	11	241	15	169	17	107	8	78	93	1403	13	200
5:45	14	263	18	277	20	282	16	259	17	185	19	93	9	63	113	1422	16	203
6:00	20	250	19	255	20	231	25	253	28	154	12	73	18	62	142	1278	20	182
6:15	25	217	21	220	24	222	35	244	20	171	15	77	18	66	158	1217	22	173
6:30	45	205	58	211	42	214	37	233	39	113	25	85	13	63	259	1124	37	160
6:45	46	166	40	179	52	163	53	166	47	132	33	67	11	80	282	953	40	136
7:00	85	175	74	152	78	184	65	155	86	129	29	84	18	70	435	949	62	135
7:15	75	119	88	141	97	151	110	136	80	108	32	80	13	64	495	799	70	114
7:30	105	116	103	136	99	139	92	135	87	114	30	77	22	69	538	786	76	112
7:45	111	100	124	127	128	100	141	129	130	108	55	81	27	70	716	715	102	102
8:00	138	84	111	93	140	98	143	129	134	85	52	66	27	60	745	615	106	87
8:15	128	88	120	81	124	67	110	85	118	63	47	76	30	61	677	521	96	74
8:30	118	86	136	68	142	84	129	80	136	80	50	57	24	54	735	509	105	72
8:45	127	65	121	70	101	77	129	65	139	52	72	52	25	55	714	436	102	62
9:00	98	52	100	64	87	56	119	71	116	53	55	51	25	50	600	397	85	56
9:15	80	57	84	74	92	70	82	67	92	58	43	65	28	70	501	461	71	65
9:30	66	50	79	74	84	57	86	66	86	69	64	51	22	62	487	429	69	61
9:45	75	50	74	63	72	75	74	63	65	65	48	56	45	71	453	443	64	63
10:00	72	32	79	55	61	59	81	54	81	46	67	49	30	57	471	352	67	50
10:15	52	24	74	49	56	52	60	52	70	47	51	48	27	51	390	323	55	46
10:30	69	30	59	43	76	48	74	58	68	50	69	42	38	38	453	309	64	44
10:45	84	23	74	46	51	49	88	65	61	51	50	47	56	27	464	308	66	44
11:00	77	27	67	33	61	35	63	55	62	61	59	47	48	31	437	289	62	41
11:15	64	26	81	26	71	30	87	53	67	46	73	42	57	29	500	252	71	36
11:30	67	34	67	20	50	37	73	44	75	43	70	56	53	30	455	264	65	37
11:45	83	22	94	29	73	36	64	33	70	38	74	53	64	21	522	232	74	33
12:00	71	21	61	24	70	22	96	28	102	42	87	48	46	25	533	210	76	30
TOTALS	7535		7885		7770		8263		7396		5203		4259		48311		6865	
AM Times	8:00		7:45		7:45		7:45		8:00		11:15		11:00		7:45		7:45	
AM Peaks	511		491		534		523		527		304		222		2873		409	
AM PHF	0.93		0.9		0.94		0.91		0.95		0.87		0.87		0.96		0.96	
PM Times		17:15		17:15		17:15		17:15		16:00		17:00		15:15		17:15		17:15
PM Peaks		1044		1046		1033		997		702		408		351		5453		777
PM PHF		0.97		0.94		0.92		0.96		0.94		0.92		0.89		0.96		0.96

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M71D	File:	M71D_970714_2016.prn
Site ID:	10705	City:	16-023 AW max
Location:	Tpk SB Off to WB Sawgrass	County:	26.30916 -80.17
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	24	184	24	207	21	223	37	192	32	222	47	216	72	214	257	1458	36	208
0:30	44	220	20	213	34	195	21	195	27	224	39	237	58	231	243	1515	34	216
0:45	16	191	19	220	13	196	19	216	18	243	42	271	51	240	178	1577	25	225
1:00	31	188	21	223	23	212	21	197	27	263	33	258	54	231	210	1572	30	224
1:15	23	232	14	219	11	200	19	205	17	248	29	200	35	191	148	1495	21	213
1:30	15	188	17	230	19	226	14	214	15	255	17	233	41	222	138	1568	19	224
1:45	18	230	15	225	16	199	17	213	21	288	31	300	21	236	139	1691	19	241
2:00	17	236	8	199	11	270	7	230	9	256	21	299	28	264	101	1754	14	250
2:15	14	231	9	243	20	252	20	238	13	263	22	277	26	258	124	1762	17	251
2:30	9	231	24	244	19	294	23	261	18	308	24	326	14	267	131	1931	18	275
2:45	10	254	17	237	14	228	22	223	23	296	23	278	19	269	128	1785	18	255
3:00	15	216	15	249	20	281	21	295	16	312	17	291	15	233	119	1877	17	268
3:15	9	293	9	248	23	274	9	280	11	343	13	273	14	260	88	1971	12	281
3:30	21	286	27	270	13	304	17	311	20	378	9	345	13	277	120	2171	17	310
3:45	20	280	7	342	11	388	9	379	24	404	15	357	13	265	99	2415	14	345
4:00	8	321	8	361	26	378	7	398	7	421	4	396	8	300	68	2575	9	367
4:15	33	314	28	378	10	389	25	426	24	415	20	417	8	280	148	2619	21	374
4:30	8	384	11	386	22	443	24	469	17	430	17	391	15	267	114	2770	16	395
4:45	18	379	21	483	36	435	36	493	39	443	24	356	19	303	193	2892	27	413
5:00	22	438	28	432	40	506	22	489	32	475	16	313	8	324	168	2977	24	425
5:15	37	422	39	520	40	467	43	495	39	434	28	289	14	265	240	2892	34	413
5:30	53	394	37	533	45	479	61	452	42	473	24	279	14	299	276	2909	39	415
5:45	73	381	62	528	60	478	68	478	74	494	35	271	12	271	384	2901	54	414
6:00	90	417	71	497	86	539	80	494	85	492	33	259	18	321	463	3019	66	431
6:15	76	380	112	424	112	472	96	492	94	453	38	231	21	285	549	2737	78	391
6:30	155	387	158	400	150	434	170	465	160	464	62	244	26	284	881	2678	125	382
6:45	212	435	199	388	222	374	229	464	181	416	87	217	31	304	1161	2598	165	371
7:00	234	409	258	305	240	294	266	447	205	326	74	262	40	245	1317	2288	188	326
7:15	283	295	277	248	268	211	310	247	267	305	104	237	41	244	1550	1787	221	255
7:30	295	189	322	184	316	205	311	226	311	352	121	201	43	248	1719	1605	245	229
7:45	378	182	338	159	351	173	389	174	339	279	125	191	62	186	1982	1344	283	192
8:00	380	157	434	145	369	147	409	158	367	201	147	160	66	204	2172	1172	310	167
8:15	405	131	401	102	367	130	406	167	389	157	125	138	64	186	2157	1011	308	144
8:30	376	151	411	124	429	159	411	142	406	151	140	159	74	161	2247	1047	321	149
8:45	353	134	466	131	413	140	333	161	362	157	177	170	79	172	2183	1065	311	152
9:00	323	132	365	105	344	96	373	137	299	153	163	150	97	148	1964	921	280	131
9:15	248	135	314	119	271	130	349	127	276	144	180	168	109	147	1747	970	249	138
9:30	272	106	247	115	287	107	278	109	258	151	178	138	88	164	1608	890	229	127
9:45	243	107	222	97	258	89	212	115	284	138	239	156	130	117	1588	819	226	117
10:00	241	79	217	84	231	99	290	98	208	131	194	126	118	104	1499	721	214	103
10:15	217	77	181	79	193	76	239	86	205	110	170	132	136	112	1341	672	191	96
10:30	224	64	210	68	194	61	197	84	214	115	186	186	156	101	1381	679	197	97
10:45	221	38	191	69	217	61	207	57	182	106	191	122	163	93	1372	546	196	78
11:00	190	51	223	59	200	50	203	60	213	97	187	101	154	67	1370	485	195	69
11:15	225	42	201	51	191	48	188	60	188	85	202	115	164	54	1359	455	194	65
11:30	225	36	189	43	190	59	173	61	250	76	225	82	196	55	1448	412	206	58
11:45	206	31	221	25	200	26	196	53	224	53	227	88	221	50	1495	326	213	46
12:00	192	21	174	22	183	28	211	24	216	60	265	71	189	51	1430	277	204	39
TOTALS	17481		18115		18354		19145		19808		15367		13128		121398		17305	
AM Times	7:45		8:00		8:00		7:45		8:00		11:15		11:15		8:00		8:00	
AM Peaks	1539		1712		1578		1615		1524		919		770		8759		1250	
AM PHF	0.95		0.92		0.92		0.98		0.94		0.87		0.87		0.97		0.97	
PM Times	17:00		17:15		17:30		16:30		17:30		15:45		18:00		17:15		17:15	
PM Peaks	1635		2078		1968		1946		1912		1561		1194		11721		1673	
PM PHF	0.93		0.97		0.91		0.98		0.97		0.94		0.93		0.97		0.97	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:

Station #:	No #	File:	M71E_2014.prn
Site ID:	M71E	City:	14-200 AW Max
Location:	Tpk SB On from EB Sawgrass	County:	26.30498 -80.1715
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	3		28		29		30		31		1		2					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	7	91	6	83	11	85	9	99	10	103	23	95	17	73	83	629	11	89
0:30	9	77	4	89	8	70	13	88	11	82	20	94	22	90	87	590	12	84
0:45	6	68	4	83	6	98	2	90	6	91	13	81	12	66	49	577	7	82
1:00	1	74	3	88	5	67	5	81	9	65	12	79	9	60	44	514	6	73
1:15	4	75	5	82	8	64	4	71	9	84	5	79	7	54	42	509	6	72
1:30	5	87	1	75	11	91	9	78	8	84	8	71	14	59	56	545	8	77
1:45	6	71	3	79	6	93	3	82	6	69	6	83	11	64	41	541	5	77
2:00	0	90	9	70	2	53	2	65	12	91	9	70	6	42	40	481	5	68
2:15	4	79	5	88	5	74	6	82	5	85	11	59	1	60	37	527	5	75
2:30	2	99	2	78	0	73	8	110	6	89	1	74	5	50	24	573	3	81
2:45	3	84	0	93	2	89	2	77	7	90	4	77	4	50	22	560	3	80
3:00	5	81	6	98	3	80	4	100	13	88	8	68	0	53	39	568	5	81
3:15	2	81	3	72	10	91	7	99	4	110	12	61	3	54	41	568	5	81
3:30	5	115	3	99	2	90	3	104	1	101	3	78	4	63	21	650	3	92
3:45	5	99	3	98	2	124	8	112	3	110	6	68	3	60	30	671	4	95
4:00	4	98	2	100	8	95	4	101	2	105	6	69	5	57	31	625	4	89
4:15	6	86	6	113	11	100	4	129	6	110	9	60	4	46	46	644	6	92
4:30	9	107	9	84	9	126	8	104	11	112	11	60	10	57	67	650	9	92
4:45	12	85	11	96	13	113	14	120	11	102	6	60	12	65	79	641	11	91
5:00	24	93	14	110	16	103	17	112	16	101	17	66	9	66	113	651	16	93
5:15	30	149	26	98	28	144	26	142	31	131	13	72	9	56	163	792	23	113
5:30	47	122	40	153	48	148	34	138	38	135	24	66	16	60	247	822	35	117
5:45	56	148	41	110	46	142	33	132	42	128	28	73	13	41	259	774	37	110
6:00	73	116	49	104	49	149	70	138	56	107	22	76	8	68	327	758	46	108
6:15	108	121	80	118	91	152	75	123	85	85	23	98	27	57	489	754	69	107
6:30	127	95	120	118	109	119	105	99	98	104	27	71	25	63	611	669	87	95
6:45	202	77	169	78	184	82	181	83	131	98	45	88	25	53	937	559	133	79
7:00	233	60	208	80	217	83	206	85	202	87	46	77	25	46	1137	518	162	74
7:15	322	38	273	64	274	83	266	93	241	67	54	64	33	51	1463	460	209	65
7:30	390	43	426	61	341	65	369	58	320	60	76	57	51	37	1973	381	281	54
7:45	429	31	382	54	438	46	402	68	368	63	84	55	60	43	2163	360	309	51
8:00	402	35	364	56	415	39	412	47	367	52	75	47	43	33	2078	309	296	44
8:15	310	35	386	43	418	39	409	33	313	54	88	40	43	33	1967	277	281	39
8:30	307	39	412	34	365	46	382	37	351	46	85	36	74	31	1976	269	282	38
8:45	318	23	362	31	308	31	344	24	312	65	87	40	59	28	1790	242	255	34
9:00	280	33	288	31	298	28	306	34	235	49	121	38	67	20	1595	233	227	33
9:15	222	38	222	30	238	30	249	29	220	54	98	32	82	24	1331	237	190	33
9:30	187	23	221	23	203	37	247	33	205	50	99	38	102	24	1264	228	180	32
9:45	182	23	185	29	191	29	177	16	185	51	94	40	101	18	1115	206	159	29
10:00	129	24	139	26	157	24	129	30	174	47	109	31	107	17	944	199	134	28
10:15	100	22	126	23	122	29	141	28	121	46	89	30	111	10	810	188	115	26
10:30	120	19	98	20	126	31	117	16	110	51	98	32	102	14	771	183	110	26
10:45	115	9	139	21	117	20	126	19	115	36	87	23	109	18	808	146	115	20
11:00	86	13	125	16	86	17	105	31	107	44	106	35	127	8	742	164	106	23
11:15	80	18	88	16	114	14	89	16	98	45	105	31	110	14	684	154	97	22
11:30	98	17	78	12	100	13	95	16	99	45	89	36	125	11	684	150	97	21
11:45	78	12	93	11	87	15	89	7	96	29	103	30	136	5	682	109	97	15
12:00	85	9	95	7	99	10	92	8	93	20	90	24	105	11	659	89	94	12
TOTALS	8367		8579		8851		8895		8690		5087		4136		52605		7472	
AM Times	7:15		7:30		7:45		7:45		7:45		9:00		11:00		7:45		7:45	
AM Peaks	1543		1558		1636		1605		1399		412		498		8184		1168	
AM PHF	0.9		0.91		0.93		0.97		0.95		0.85		0.92		0.95		0.94	
PM Times		17:15		17:30		17:30		17:15		17:15		12:00		12:00		17:15		17:15
PM Peaks		535		485		591		550		501		360		334		3146		448
PM PHF		0.9		0.79		0.97		0.97		0.93		0.95		0.8		0.96		0.96

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/17/2015

Station #: 970752111100 File: M75B_970752_2015.prn
Site ID: M75B City: 15-012 AW Max
Location: NB On from Glades Rd. County: 26.37584 -80.1708
Direction: NORTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	23		17		18		19		20		21		22					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	2	114	8	115	16	110	22	109	17	95	22	118	30	81	117	742	16	106
0:30	7	109	5	103	9	111	8	93	6	120	16	100	19	100	70	736	10	105
0:45	5	114	5	99	4	108	9	124	11	113	11	126	17	98	62	782	8	111
1:00	3	128	4	104	2	117	8	89	2	114	11	89	15	96	45	737	6	105
1:15	2	118	4	102	6	108	7	142	9	108	14	117	18	80	60	775	8	110
1:30	2	107	3	95	2	138	3	156	6	122	8	115	9	107	33	840	4	120
1:45	4	91	3	106	4	119	6	123	6	130	12	107	12	108	47	784	6	112
2:00	0	102	6	86	6	86	11	112	2	132	5	99	7	95	37	712	5	101
2:15	2	106	3	112	8	124	5	142	8	132	9	105	7	105	42	826	6	118
2:30	2	102	5	131	1	114	0	134	3	122	6	103	9	101	26	807	3	115
2:45	1	111	4	133	4	129	3	191	5	145	2	111	11	84	30	904	4	129
3:00	5	122	4	120	5	142	2	165	3	162	5	105	4	110	28	926	4	132
3:15	2	133	0	157	3	141	7	169	3	150	4	117	2	101	21	968	3	138
3:30	1	169	2	149	1	143	0	188	2	173	4	126	5	98	15	1046	2	149
3:45	1	177	9	183	1	173	4	179	1	174	6	103	4	80	26	1069	3	152
4:00	1	180	4	189	2	193	1	185	5	164	0	106	6	95	19	1112	2	158
4:15	6	172	4	179	5	175	3	198	1	164	5	102	6	88	30	1078	4	154
4:30	3	172	5	212	0	183	6	201	1	227	7	126	10	100	32	1221	4	174
4:45	8	199	1	195	4	190	5	203	7	208	6	114	6	94	37	1203	5	171
5:00	9	187	7	162	15	195	13	185	9	216	5	116	7	80	65	1141	9	163
5:15	10	188	11	216	7	190	9	198	9	219	9	111	4	91	59	1213	8	173
5:30	19	192	14	200	12	185	5	210	17	193	10	128	14	99	91	1207	13	172
5:45	11	188	12	186	13	209	19	175	16	195	12	102	10	89	93	1144	13	163
6:00	15	180	22	191	14	190	16	146	18	191	3	97	7	78	95	1073	13	153
6:15	36	203	33	167	46	207	20	195	26	187	29	114	13	88	203	1161	29	165
6:30	47	152	45	157	48	179	42	208	45	177	23	94	13	107	263	1074	37	153
6:45	49	118	52	148	61	167	59	164	53	145	31	100	16	83	321	925	45	132
7:00	79	120	73	135	81	159	72	139	79	108	26	81	25	100	435	842	62	120
7:15	107	87	96	107	104	111	107	112	99	106	41	79	19	61	573	663	81	94
7:30	109	89	99	122	110	122	111	112	97	138	49	98	34	83	609	764	87	109
7:45	128	70	128	69	125	82	129	84	120	100	65	85	35	68	730	558	104	79
8:00	122	76	137	76	129	82	148	77	158	82	63	75	33	68	790	536	112	76
8:15	152	82	154	68	153	98	136	82	149	78	67	71	37	58	848	537	121	76
8:30	143	58	146	76	142	83	153	72	133	57	115	76	47	65	879	487	125	69
8:45	147	64	137	60	130	64	151	75	130	57	87	52	45	56	827	428	118	61
9:00	127	60	127	70	148	91	179	76	105	69	64	67	46	43	796	476	113	68
9:15	116	63	139	67	132	70	127	80	110	56	76	61	57	36	757	433	108	61
9:30	101	65	101	88	98	96	92	83	98	93	83	75	49	41	622	541	88	77
9:45	102	55	123	64	101	80	95	76	114	79	76	87	65	33	676	474	96	67
10:00	119	55	106	55	96	52	122	60	103	66	85	57	64	32	695	377	99	53
10:15	83	43	136	45	87	56	110	57	104	60	88	66	63	30	671	357	95	51
10:30	107	32	103	45	93	41	100	40	113	68	98	53	82	22	696	301	99	43
10:45	84	25	104	29	92	27	116	39	95	46	77	55	75	17	643	238	91	34
11:00	103	22	87	15	109	18	108	27	112	41	87	32	73	15	679	170	97	24
11:15	89	17	90	25	112	28	102	17	112	37	84	49	77	15	666	188	95	26
11:30	103	16	98	28	98	17	99	22	110	39	97	42	73	16	678	180	96	25
11:45	91	16	111	17	102	17	109	16	122	27	109	27	84	16	728	136	104	19
12:00	111	12	113	6	101	17	98	13	127	25	99	24	93	9	742	106	106	15
TOTALS	7637		7947		8179		8500		8391		6174		4877		51705		7348	
AM Times	8:15		8:00		8:15		8:15		8:00		11:15		11:15		8:15		8:15	
AM Peaks	569		574		573		619		570		389		327		3350		477	
AM PHF	0.94		0.93		0.94		0.86		0.9		0.89		0.88		0.95		0.95	
PM Times	16:45		17:15		17:30		16:45		16:30		16:45		13:30		16:30		16:30	
PM Peaks	766		793		791		796		870		469		415		4778		681	
PM PHF	0.96		0.92		0.95		0.95		0.96		0.92		0.96		0.98		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/17/2015

Station #: 970753511100 File: M75C_970753_2015.prn
Site ID: M75C City: 15-012 AW Max
Location: SB Off to Glades Rd. County: 26.37672 -80.1711
Direction: SOUTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	23		17		18		19		20		21		22					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	5	106	17	106	5	122	14	128	13	132	16	104	15	91	85	789	12	112
0:30	7	120	13	116	3	121	6	117	12	143	17	120	21	100	79	837	11	119
0:45	13	86	8	141	4	150	6	134	5	121	12	124	17	104	65	860	9	122
1:00	6	116	7	117	11	118	3	121	9	114	7	140	24	103	67	829	9	118
1:15	3	97	2	103	2	110	7	118	3	112	8	119	7	104	32	763	4	109
1:30	3	102	7	105	6	97	6	91	6	95	4	139	8	96	40	725	5	103
1:45	4	115	6	106	3	121	3	91	6	109	4	116	8	97	34	755	4	107
2:00	3	101	6	90	2	120	2	99	4	122	2	110	8	111	27	753	3	107
2:15	2	109	9	85	1	102	5	109	0	105	4	134	2	95	23	739	3	105
2:30	3	95	3	94	3	98	3	102	3	120	2	113	3	109	20	731	2	104
2:45	1	101	1	135	0	99	0	127	5	121	6	97	6	103	19	783	2	111
3:00	0	95	8	121	2	138	2	99	5	115	3	96	1	89	21	753	3	107
3:15	1	115	14	103	7	126	2	119	4	148	2	70	5	89	35	770	5	110
3:30	0	109	8	132	0	103	1	127	3	131	6	95	5	99	23	796	3	113
3:45	2	114	9	127	5	137	2	97	2	125	2	112	3	96	25	808	3	115
4:00	1	105	7	116	10	149	3	105	2	158	3	110	5	91	31	834	4	119
4:15	2	117	7	107	3	132	3	109	0	124	7	94	3	62	25	745	3	106
4:30	4	116	7	107	10	129	5	130	5	140	2	103	2	91	35	816	5	116
4:45	2	107	7	137	6	129	3	129	1	141	5	118	3	105	27	866	3	123
5:00	4	135	7	139	2	128	5	118	5	151	6	110	4	112	33	893	4	127
5:15	12	121	16	153	6	125	7	154	14	132	6	140	6	113	67	938	9	134
5:30	9	173	22	158	16	179	15	155	19	158	4	112	9	127	94	1062	13	151
5:45	17	157	15	153	17	189	15	160	8	187	8	111	10	104	90	1061	12	151
6:00	29	163	34	160	35	160	27	187	22	181	11	120	14	105	172	1076	24	153
6:15	49	122	28	144	34	149	33	193	30	161	12	119	9	118	195	1006	27	143
6:30	45	106	49	146	52	123	64	150	44	169	17	125	8	83	279	902	39	128
6:45	82	114	80	112	80	164	91	140	74	167	30	117	19	88	456	902	65	128
7:00	146	92	116	116	115	109	111	113	122	133	35	108	20	95	665	766	95	109
7:15	118	85	131	82	122	123	136	95	117	113	40	89	17	81	681	668	97	95
7:30	200	70	213	78	207	75	209	63	195	81	64	83	27	80	1115	530	159	75
7:45	252	53	248	63	239	67	278	77	240	87	52	69	36	78	1345	494	192	70
8:00	258	62	244	44	222	56	253	60	271	80	77	68	38	63	1363	433	194	61
8:15	244	48	257	48	227	51	263	51	234	65	54	70	37	62	1316	395	188	56
8:30	252	39	250	35	240	38	247	35	251	60	71	69	41	58	1352	334	193	47
8:45	250	42	297	40	245	33	246	28	248	62	89	39	40	48	1415	292	202	41
9:00	250	34	241	33	214	32	230	41	184	59	81	44	43	50	1243	293	177	41
9:15	176	35	185	32	203	41	174	46	155	43	110	52	44	47	1047	296	149	42
9:30	162	39	185	34	188	41	159	49	163	45	93	53	45	39	995	300	142	42
9:45	162	28	176	33	171	40	176	37	190	53	108	47	68	47	1051	285	150	40
10:00	104	21	211	31	164	39	159	40	144	42	104	40	67	38	953	251	136	35
10:15	134	27	233	31	142	34	138	32	122	53	100	50	66	38	935	265	133	37
10:30	121	19	268	22	167	21	129	23	110	40	98	50	69	41	962	216	137	30
10:45	150	16	191	21	131	23	134	25	122	25	115	38	95	29	938	177	134	25
11:00	110	17	301	23	141	14	124	16	120	28	104	38	105	25	1005	161	143	23
11:15	104	11	256	10	128	15	107	25	115	27	103	25	86	26	899	139	128	19
11:30	121	9	125	12	115	19	125	13	121	38	110	25	123	18	840	134	120	19
11:45	132	11	126	8	123	7	134	9	120	25	93	19	97	13	825	92	117	13
12:00	116	13	116	13	138	14	132	12	141	17	115	30	127	15	885	114	126	16
TOTALS	7759		8889		8377		8296		8647		6196		5192		53356		7575	
AM Times	7:45		8:00		8:00		7:45		8:00		10:45		11:15		8:00		8:00	
AM Peaks	1006		1048		934		1041		1004		432		433		5446		777	
AM PHF	0.97		0.88		0.95		0.94		0.93		0.94		0.85		0.96		0.96	
PM Times	17:30		17:15		17:30		17:30		17:45		12:45		16:45		17:30		17:30	
PM Peaks	615		624		677		695		698		522		457		4205		598	
PM PHF	0.89		0.98		0.9		0.9		0.93		0.93		0.9		0.98		0.98	

FACILITY_ID	5130	
LANE_NO	(All)	Glades Road Tolled Ramps

Sum of COUNT(*)	Column Labels								
	NE				SW				
Row Labels	3/1/2016	3/2/2016	3/3/2016	NE Total	3/1/2016	3/2/2016	3/3/2016	SW Total	Grand Total
00:00	13	17	25	55	16	15	15	46	101
00:15	10	12	10	32	17	14	16	47	79
00:30	7	2	8	17	5	17	11	33	50
00:45	7	3	12	22	9	14	8	31	53
01:00	3	7	7	17	12	9	11	32	49
01:15	4	5	7	16	6	2	5	13	29
01:30	3	7	1	11	4	10	6	20	31
01:45	3	4	1	8	9	4	5	18	26
02:00	4	3	5	12	8	6	13	27	39
02:15	6	2	3	11	2	13	4	19	30
02:30	5	4	2	11	5	6	6	17	28
02:45	1	4	4	9	8	6	6	20	29
03:00	3	4	5	12	3	1	4	8	20
03:15	5	4	6	15	7	2	6	15	30
03:30	3	5	3	11		3	6	9	20
03:45	4	2		6	3	7	5	15	21
04:00	2	7	6	15	4	2	3	9	24
04:15	7	4	6	17	1	5	4	10	27
04:30	11	9	6	26	9	5	7	21	47
04:45	13	11	12	36	11	15	10	36	72
05:00	17	14	16	47	10	13	20	43	90
05:15	24	15	23	62	22	22	18	62	124
05:30	25	27	27	79	28	31	28	87	166
05:45	29	33	43	105	41	52	41	134	239
06:00	72	51	56	179	41	43	42	126	305
06:15	61	83	74	218	77	76	63	216	434
06:30	129	129	105	363	115	124	129	368	731
06:45	136	112	124	372	197	192	191	580	952
07:00	157	190	152	499	243	254	258	755	1254
07:15	229	201	203	633	431	403	403	1237	1870
07:30	221	235	232	688	479	485	489	1453	2141
07:45	254	255	247	756	504	501	519	1524	2280
08:00	264	276	248	788	503	495	513	1511	2299
08:15	220	238	250	708	474	464	475	1413	2121
08:30	254	243	220	717	449	460	449	1358	2075
08:45	190	207	221	618	452	450	446	1348	1966
09:00	168	170	188	526	341	346	309	996	1522
09:15	209	168	173	550	298	262	235	795	1345
09:30	181	162	152	495	217	245	242	704	1199
09:45	154	119	105	378	243	229	238	710	1088
10:00	131	125	142	398	227	187	207	621	1019
10:15	169	135	122	426	205	199	168	572	998
10:30	121	137	149	407	186	211	166	563	970
10:45	152	115	116	383	183	171	152	506	889
11:00	157	123	117	397	142	138	143	423	820
11:15	166	119	128	413	140	138	167	445	858
11:30	122	124	113	359	183	146	145	474	833
11:45	136	122	159	417	158	156	160	474	891
12:00	137	139	131	407	150	175	146	471	878
12:15	163	129	134	426	190	142	157	489	915
12:30	132	149	156	437	153	163	178	494	931
12:45	160	139	116	415	166	157	145	468	883
13:00	151	149	142	442	112	163	139	414	856
13:15	148	140	140	428	148	148	131	427	855
13:30	153	162	131	446	150	157	154	461	907
13:45	155	158	159	472	134	156	164	454	926

14:00	180	180	199	559	142	135	120	397	956
14:15	181	190	185	556	138	145	144	427	983
14:30	156	210	126	492	165	150	116	431	923
14:45	192	205	180	577	179	174	178	531	1108
15:00	205	227	213	645	128	165	164	457	1102
15:15	263	273	266	802	194	179	168	541	1343
15:30	286	325	310	921	195	214	193	602	1523
15:45	298	293	303	894	213	221	196	630	1524
16:00	350	310	328	988	218	216	209	643	1631
16:15	335	345	390	1070	257	236	239	732	1802
16:30	386	357	366	1109	259	277	248	784	1893
16:45	403	407	439	1249	245	255	248	748	1997
17:00	421	445	422	1288	270	270	265	805	2093
17:15	427	436	427	1290	294	240	284	818	2108
17:30	398	423	394	1215	318	282	241	841	2056
17:45	384	392	388	1164	334	248	297	879	2043
18:00	384	341	383	1108	291	259	223	773	1881
18:15	420	346	369	1135	259	277	238	774	1909
18:30	311	274	278	863	255	287	250	792	1655
18:45	229	200	230	659	234	223	219	676	1335
19:00	196	156	176	528	148	162	148	458	986
19:15	120	172	157	449	150	153	150	453	902
19:30	108	111	96	315	132	140	115	387	702
19:45	100	91	97	288	125	119	136	380	668
20:00	80	84	104	268	96	82	122	300	568
20:15	108	106	99	313	90	92	82	264	577
20:30	77	95	83	255	81	103	93	277	532
20:45	72	68	77	217	70	72	77	219	436
21:00	80	82	90	252	61	66	74	201	453
21:15	80	68	81	229	61	53	66	180	409
21:30	70	46	74	190	50	66	66	182	372
21:45	50	60	46	156	54	55	55	164	320
22:00	48	61	53	162	54	50	51	155	317
22:15	37	60	32	129	45	44	51	140	269
22:30	32	40	32	104	51	49	58	158	262
22:45	20	35	21	76	45	32	75	152	228
23:00	24	36	30	90	39	39	72	150	240
23:15	21	23	18	62	25	32	39	96	158
23:30	15	28	17	60	19	23	42	84	144
23:45	18	28	13	59	20	23	25	68	127
Grand Total	**13026**	**12838**	**12735**	**38599**	**13935**	**13818**	**13618**	**41371**	**79970**

Appendix B

Existing 2016 Synchro Analysis Files and Output

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	0	195	0	0	0	0	759	1231	429	1195	0
Future Volume (vph)	105	0	195	0	0	0	0	759	1231	429	1195	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		2.0					3.0	2.0	3.5	3.0	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1568					3574	1583	1787	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.29	1.00	
Satd. Flow (perm)	3433		1568					3574	1583	540	3539	
Peak-hour factor, PHF	0.67	0.92	0.74	0.92	0.92	0.92	0.92	0.93	0.90	0.93	0.91	0.92
Adj. Flow (vph)	157	0	264	0	0	0	0	816	1368	461	1313	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	157	0	264	0	0	0	0	816	1368	461	1313	0
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	1%	2%	1%	2%	2%
Turn Type	Prot		Free					NA	Free	D.P+P	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free	2		
Actuated Green, G (s)	8.9		90.9					51.3	90.9	65.5	70.5	
Effective Green, g (s)	10.9		90.9					53.3	90.9	69.5	72.5	
Actuated g/C Ratio	0.12		1.00					0.59	1.00	0.76	0.80	
Clearance Time (s)	6.0							5.0		5.5		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	411		1568					2095	1583	635	2822	
v/s Ratio Prot	0.05							0.23		0.13	0.37	
v/s Ratio Perm			0.17						c0.86	0.43		
v/c Ratio	0.38		0.17					0.39	0.86	0.73	0.47	
Uniform Delay, d1	36.9		0.0					10.1	0.0	12.9	3.0	
Progression Factor	1.00		1.00					1.00	1.00	1.33	0.62	
Incremental Delay, d2	0.2		0.2					0.1	6.5	2.8	0.1	
Delay (s)	37.1		0.2					10.2	6.5	20.0	1.9	
Level of Service	D		A					B	A	C	A	
Approach Delay (s)		14.0			0.0			7.9			6.6	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	622	0	278	242	622	0	0	1002	158
Future Volume (vph)	0	0	0	622	0	278	242	622	0	0	1002	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		2.0	3.5	3.0			3.0	2.0
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433		1568	1770	3574			3574	1583
Flt Permitted				0.95		1.00	0.12	1.00			1.00	1.00
Satd. Flow (perm)				3433		1568	227	3574			3574	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.83	0.92	0.75	0.83	0.82	0.92	0.93	0.93	0.91
Adj. Flow (vph)	0	0	0	749	0	371	292	759	0	0	1077	174
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	749	0	371	292	759	0	0	1077	174
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	1%	2%	1%	1%	2%
Turn Type				Prot		Free	D.P+P	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free	6					Free
Actuated Green, G (s)				23.4		90.9	51.0	56.0			36.8	90.9
Effective Green, g (s)				25.4		90.9	55.0	58.0			38.8	90.9
Actuated g/C Ratio				0.28		1.00	0.61	0.64			0.43	1.00
Clearance Time (s)				6.0			5.5				5.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				959		1568	412	2280			1525	1583
v/s Ratio Prot				c0.22			c0.13	0.21			0.30	
v/s Ratio Perm						0.24	c0.30					0.11
v/c Ratio				0.78		0.24	0.71	0.33			0.71	0.11
Uniform Delay, d1				30.2		0.0	25.6	7.6			21.4	0.0
Progression Factor				1.00		1.00	1.24	1.01			1.00	1.00
Incremental Delay, d2				3.9		0.4	4.4	0.1			1.5	0.1
Delay (s)				34.1		0.4	36.1	7.7			22.9	0.1
Level of Service				C		A	D	A			C	A
Approach Delay (s)		0.0			22.9			15.6			19.7	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	0	221	0	0	0	0	704	556	174	1649	0
Future Volume (vph)	109	0	221	0	0	0	0	704	556	174	1649	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		2.0					3.0	2.0	3.5	3.0	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502		1615					3610	1583	1787	3610	
Flt Permitted	0.95		1.00					1.00	1.00	0.29	1.00	
Satd. Flow (perm)	3502		1615					3610	1583	554	3610	
Peak-hour factor, PHF	0.87	0.92	0.83	0.92	0.92	0.92	0.92	0.85	0.97	0.82	0.89	0.92
Adj. Flow (vph)	125	0	266	0	0	0	0	828	573	212	1853	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	125	0	266	0	0	0	0	828	573	212	1853	0
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	2%	0%	2%	1%	0%	2%
Turn Type	Prot		Free					NA	Free	D.P+P	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free	2		
Actuated Green, G (s)	7.5		80.9					48.5	80.9	56.9	61.9	
Effective Green, g (s)	9.5		80.9					50.5	80.9	60.9	63.9	
Actuated g/C Ratio	0.12		1.00					0.62	1.00	0.75	0.79	
Clearance Time (s)	6.0							5.0		5.5		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	411		1615					2253	1583	575	2851	
v/s Ratio Prot	0.04							0.23		0.05	c0.51	
v/s Ratio Perm			0.16						c0.36	0.23		
v/c Ratio	0.30		0.16					0.37	0.36	0.37	0.65	
Uniform Delay, d1	32.7		0.0					7.4	0.0	6.6	3.7	
Progression Factor	1.00		1.00					1.00	1.00	0.85	0.93	
Incremental Delay, d2	0.2		0.2					0.1	0.6	0.1	0.3	
Delay (s)	32.8		0.2					7.5	0.6	5.7	3.7	
Level of Service	C		A					A	A	A	A	
Approach Delay (s)		10.6			0.0			4.7			3.9	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1042	0	368	171	642	0	0	781	69
Future Volume (vph)	0	0	0	1042	0	368	171	642	0	0	781	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		2.0	3.5	3.0			3.0	2.0
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3502		1599	1805	3610			3574	1599
Flt Permitted				0.95		1.00	0.13	1.00			1.00	1.00
Satd. Flow (perm)				3502		1599	251	3610			3574	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.92	0.78	0.80	0.89	0.92	0.77	0.77	0.70
Adj. Flow (vph)	0	0	0	1145	0	472	214	721	0	0	1014	99
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1145	0	472	214	721	0	0	1014	99
Heavy Vehicles (%)	2%	2%	2%	0%	0%	1%	0%	0%	2%	2%	1%	1%
Turn Type				Prot		Free	D.P+P	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free	6					Free
Actuated Green, G (s)				25.4		80.9	39.0	44.0			30.6	80.9
Effective Green, g (s)				27.4		80.9	43.0	46.0			32.6	80.9
Actuated g/C Ratio				0.34		1.00	0.53	0.57			0.40	1.00
Clearance Time (s)				6.0			5.5				5.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1186		1599	333	2052			1440	1599
v/s Ratio Prot				c0.33			c0.08	0.20			c0.28	
v/s Ratio Perm						0.30	0.26					0.06
v/c Ratio				0.97		0.30	0.64	0.35			0.70	0.06
Uniform Delay, d1				26.3		0.0	25.0	9.4			20.1	0.0
Progression Factor				1.00		1.00	1.11	0.89			1.00	1.00
Incremental Delay, d2				18.2		0.5	3.1	0.1			1.6	0.1
Delay (s)				44.4		0.5	30.8	8.4			21.7	0.1
Level of Service				D		A	C	A			C	A
Approach Delay (s)		0.0			31.6			13.5			19.8	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	363	105	123	2625	252	106	2704
Future Volume (vph)	363	105	123	2625	252	106	2704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1583	1787	5036	1599	1752	5136
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1787	1583	79	5036	1599	75	5136
Peak-hour factor, PHF	0.81	0.88	0.83	0.95	0.61	0.85	0.97
Adj. Flow (vph)	448	119	148	2763	413	125	2788
RTOR Reduction (vph)	0	44	0	0	166	0	0
Lane Group Flow (vph)	448	75	148	2763	247	125	2788
Heavy Vehicles (%)	1%	2%	1%	3%	1%	3%	1%
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	37.4	37.4	98.8	93.8	93.8	104.4	96.6
Effective Green, g (s)	37.4	37.4	102.8	95.8	95.8	108.4	98.6
Actuated g/C Ratio	0.23	0.23	0.64	0.60	0.60	0.68	0.62
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	417	370	125	3015	957	153	3165
v/s Ratio Prot	c0.25	0.05	c0.05	0.55		0.05	c0.54
v/s Ratio Perm			c0.71		0.15	0.50	
v/c Ratio	1.07	0.20	1.18	0.92	0.26	0.82	0.88
Uniform Delay, d1	61.3	49.3	49.3	28.5	15.2	50.1	25.8
Progression Factor	1.00	1.00	1.31	0.97	1.37	1.00	1.00
Incremental Delay, d2	65.4	0.1	135.1	5.3	0.6	26.2	3.9
Delay (s)	126.7	49.4	199.7	33.0	21.4	76.3	29.7
Level of Service	F	D	F	C	C	E	C
Approach Delay (s)	110.5			39.0			31.7
Approach LOS	F			D			C

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2293	392	528	2274
Future Volume (vph)	0	0	2293	392	528	2274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0	2.0	3.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5036	1599	3400	6408
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5036	1599	3400	6408
Peak-hour factor, PHF	0.92	0.92	0.94	0.87	0.94	0.97
Adj. Flow (vph)	0	0	2439	451	562	2344
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2439	451	562	2344
Heavy Vehicles (%)	2%	2%	3%	1%	3%	2%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			116.8	160.0	30.7	160.0
Effective Green, g (s)			118.8	160.0	32.7	160.0
Actuated g/C Ratio			0.74	1.00	0.20	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			3739	1599	694	6408
v/s Ratio Prot			c0.48		c0.17	0.37
v/s Ratio Perm				0.28		
v/c Ratio			0.65	0.28	0.81	0.37
Uniform Delay, d1			10.3	0.0	60.7	0.0
Progression Factor			1.83	1.00	1.09	1.00
Incremental Delay, d2			0.1	0.0	5.8	0.1
Delay (s)			18.9	0.0	71.7	0.1
Level of Service			B	A	E	A
Approach Delay (s)	0.0		16.0			14.0
Approach LOS	A		B			B

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	292	2881	2272	918
Future Volume (vph)	0	0	292	2881	2272	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.5	2.0	5.0	5.0
Lane Util. Factor			0.97	0.86	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			3433	6225	5136	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6225	5136	1568
Peak-hour factor, PHF	0.92	0.92	0.79	0.97	0.91	0.85
Adj. Flow (vph)	0	0	370	2970	2497	1080
RTOR Reduction (vph)	0	0	0	0	0	18
Lane Group Flow (vph)	0	0	370	2970	2497	1062
Heavy Vehicles (%)	2%	2%	2%	5%	1%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			21.6	160.0	125.9	125.9
Effective Green, g (s)			23.6	160.0	127.9	127.9
Actuated g/C Ratio			0.15	1.00	0.80	0.80
Clearance Time (s)			5.5		7.0	7.0
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			506	6225	4105	1253
v/s Ratio Prot			c0.11	0.48	0.49	
v/s Ratio Perm						c0.68
v/c Ratio			0.73	0.48	0.61	0.85
Uniform Delay, d1			65.2	0.0	6.3	10.0
Progression Factor			0.76	1.00	0.63	1.03
Incremental Delay, d2			4.2	0.2	0.3	3.6
Delay (s)			53.5	0.2	4.3	13.9
Level of Service			D	A	A	B
Approach Delay (s)	0.0			6.1	7.2	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	446	110	84	267	45	188	43	2051	176	114	2078	82
Future Volume (vph)	446	110	84	267	45	188	43	2051	176	114	2078	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3318		1770	1900	1583	1719	5036	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3318		1770	1900	1583	1719	5036	1583	1770	5085	1583
Peak-hour factor, PHF	0.81	0.75	0.84	0.82	0.72	0.81	0.61	0.88	0.61	0.77	0.89	0.79
Adj. Flow (vph)	551	147	100	326	62	232	70	2331	289	148	2335	104
RTOR Reduction (vph)	0	74	0	0	0	163	0	0	121	0	0	26
Lane Group Flow (vph)	551	173	0	326	63	69	70	2331	168	148	2335	78
Heavy Vehicles (%)	0%	3%	1%	2%	0%	2%	5%	3%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	50.8	32.1		30.9	12.2	12.2	10.4	58.2	89.1	14.8	62.6	113.4
Effective Green, g (s)	50.8	32.1		30.9	12.2	12.2	12.4	60.2	93.1	16.8	64.6	117.4
Actuated g/C Ratio	0.32	0.20		0.19	0.08	0.08	0.08	0.38	0.58	0.11	0.40	0.73
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	573	665		341	144	120	133	1894	960	185	2053	1161
v/s Ratio Prot	c0.31	0.05		c0.18	0.03		0.04	c0.46	0.04	c0.08	0.46	0.02
v/s Ratio Perm						0.04			0.07			0.03
v/c Ratio	0.96	0.26		0.96	0.44	0.58	0.53	1.23	0.18	0.80	1.14	0.07
Uniform Delay, d1	53.6	53.9		63.9	70.6	71.4	71.0	49.9	15.6	70.0	47.7	6.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.19	2.00
Incremental Delay, d2	27.9	0.1		36.6	0.8	4.2	1.7	108.7	0.0	19.6	68.1	0.0
Delay (s)	81.6	54.0		100.5	71.4	75.6	72.7	158.6	15.6	86.5	124.8	11.9
Level of Service	F	D		F	E	E	E	F	B	F	F	B
Approach Delay (s)		73.0			88.2			141.0			118.1	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	119.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	283	103	93	2937	160	136	2874
Future Volume (vph)	283	103	93	2937	160	136	2874
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1599	1805	5136	1615	1805	5136
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1805	1599	77	5136	1615	74	5136
Peak-hour factor, PHF	0.90	0.74	0.82	0.87	0.91	0.78	0.96
Adj. Flow (vph)	314	139	113	3376	176	174	2994
RTOR Reduction (vph)	0	96	0	0	58	0	0
Lane Group Flow (vph)	314	43	113	3376	118	174	2994
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	1%
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	28.7	28.7	101.6	96.3	96.3	117.3	105.0
Effective Green, g (s)	28.7	28.7	105.6	98.3	98.3	119.3	107.0
Actuated g/C Ratio	0.18	0.18	0.66	0.61	0.61	0.75	0.67
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	323	286	129	3155	992	228	3434
v/s Ratio Prot	c0.17	0.03	0.04	c0.66		c0.08	c0.58
v/s Ratio Perm			0.53		0.07	0.49	
v/c Ratio	0.97	0.15	0.88	1.07	0.12	0.76	0.87
Uniform Delay, d1	65.3	55.4	45.4	30.9	12.8	56.5	21.1
Progression Factor	1.00	1.00	0.80	0.71	1.63	1.00	1.00
Incremental Delay, d2	42.2	0.1	40.3	38.1	0.2	12.7	3.4
Delay (s)	107.4	55.5	76.4	60.1	21.1	69.2	24.4
Level of Service	F	E	E	E	C	E	C
Approach Delay (s)	91.5			58.8			26.9
Approach LOS	F			E			C

Intersection Summary			
HCM 2000 Control Delay	46.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2218	206	194	3116
Future Volume (vph)	0	0	2218	206	194	3116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0	2.0	3.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5136	1583	3367	6471
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5136	1583	3367	6471
Peak-hour factor, PHF	0.92	0.92	0.96	0.88	0.84	0.93
Adj. Flow (vph)	0	0	2310	234	231	3351
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2310	234	231	3351
Heavy Vehicles (%)	2%	2%	1%	2%	4%	1%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			132.1	160.0	15.4	160.0
Effective Green, g (s)			134.1	160.0	17.4	160.0
Actuated g/C Ratio			0.84	1.00	0.11	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			4304	1583	366	6471
v/s Ratio Prot			0.45		c0.07	0.52
v/s Ratio Perm				0.15		
v/c Ratio			0.54	0.15	0.63	0.52
Uniform Delay, d1			3.8	0.0	68.2	0.0
Progression Factor			3.19	1.00	1.01	1.00
Incremental Delay, d2			0.2	0.1	2.3	0.3
Delay (s)			12.4	0.1	71.3	0.3
Level of Service			B	A	E	A
Approach Delay (s)	0.0		11.3			4.8
Approach LOS	A		B			A

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	280	3098	2590	660
Future Volume (vph)	0	0	280	3098	2590	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.5	2.0	5.0	5.0
Lane Util. Factor			0.97	0.86	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			3467	6471	5136	1583
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3467	6471	5136	1583
Peak-hour factor, PHF	0.92	0.92	0.89	0.97	0.94	0.90
Adj. Flow (vph)	0	0	315	3194	2755	733
RTOR Reduction (vph)	0	0	0	0	0	18
Lane Group Flow (vph)	0	0	315	3194	2755	715
Heavy Vehicles (%)	2%	2%	1%	1%	1%	2%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			18.9	160.0	128.6	128.6
Effective Green, g (s)			20.9	160.0	130.6	130.6
Actuated g/C Ratio			0.13	1.00	0.82	0.82
Clearance Time (s)			5.5		7.0	7.0
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			452	6471	4192	1292
v/s Ratio Prot			c0.09	0.49	c0.54	
v/s Ratio Perm						0.45
v/c Ratio			0.70	0.49	0.66	0.55
Uniform Delay, d1			66.5	0.0	5.8	4.9
Progression Factor			0.83	1.00	1.21	1.25
Incremental Delay, d2			3.6	0.3	0.4	0.9
Delay (s)			58.8	0.3	7.5	7.0
Level of Service			E	A	A	A
Approach Delay (s)	0.0			5.5	7.4	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	48	35	230	164	136	102	2101	217	171	2671	274
Future Volume (vph)	187	48	35	230	164	136	102	2101	217	171	2671	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3367		1770	1863	1583	1805	5136	1615	1787	5136	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3367		1770	1863	1583	1805	5136	1615	1787	5136	1615
Peak-hour factor, PHF	0.86	0.66	0.76	0.83	0.68	0.67	0.81	0.97	0.81	0.89	0.95	0.89
Adj. Flow (vph)	217	73	46	277	241	203	126	2166	268	192	2812	308
RTOR Reduction (vph)	0	39	0	0	0	129	0	0	102	0	0	55
Lane Group Flow (vph)	217	80	0	277	241	74	126	2166	166	192	2812	253
Heavy Vehicles (%)	0%	1%	1%	2%	2%	2%	0%	1%	0%	1%	1%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	14.0	22.8		14.0	22.8	22.8	12.9	81.1	95.1	18.1	86.3	100.3
Effective Green, g (s)	14.0	22.8		14.0	22.8	22.8	14.9	83.1	99.1	20.1	88.3	104.3
Actuated g/C Ratio	0.09	0.14		0.09	0.14	0.14	0.09	0.52	0.62	0.13	0.55	0.65
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	157	479		154	265	225	168	2667	1040	224	2834	1093
v/s Ratio Prot	0.12	0.02		c0.16	c0.13		0.07	0.42	0.02	c0.11	c0.55	0.02
v/s Ratio Perm						0.05			0.09			0.13
v/c Ratio	1.38	0.17		1.80	0.91	0.33	0.75	0.81	0.16	0.86	0.99	0.23
Uniform Delay, d1	73.0	60.3		73.0	67.6	61.7	70.7	32.0	12.9	68.5	35.5	11.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.90	1.17
Incremental Delay, d2	206.5	0.1		384.0	31.5	0.3	15.3	2.8	0.0	22.6	13.9	0.0
Delay (s)	279.5	60.3		457.0	99.1	62.0	86.0	34.8	12.9	86.5	45.7	13.4
Level of Service	F	E		F	F	E	F	C	B	F	D	B
Approach Delay (s)		201.9			226.2			35.0			45.1	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	67.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	196	0	394	326	2436	0	0	1826	524	0	0
Future Volume (vph)	196	0	394	326	2436	0	0	1826	524	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3367		1538	1736	5085			6346	1599		
Flt Permitted	0.95		1.00	0.08	1.00			1.00	1.00		
Satd. Flow (perm)	3367		1538	141	5085			6346	1599		
Peak-hour factor, PHF	0.93	0.92	0.87	0.96	0.91	0.92	0.92	0.96	0.88	0.92	0.92
Adj. Flow (vph)	211	0	453	340	2677	0	0	1902	595	0	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	288	0	0
Lane Group Flow (vph)	211	0	383	340	2677	0	0	1902	307	0	0
Heavy Vehicles (%)	4%	2%	5%	4%	2%	2%	1%	3%	1%	2%	2%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	25.0		25.0	62.0	68.0			50.0	50.0		
Effective Green, g (s)	27.0		27.0	66.0	70.0			52.0	52.0		
Actuated g/C Ratio	0.26		0.26	0.63	0.67			0.50	0.50		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	865		395	301	3390			3142	791		
v/s Ratio Prot	0.06		c0.25	c0.15	0.53			0.30			
v/s Ratio Perm				c0.56					0.19		
v/c Ratio	0.24		0.97	1.13	0.79			0.61	0.39		
Uniform Delay, d1	30.9		38.6	31.1	12.3			19.1	16.6		
Progression Factor	1.00		1.00	1.53	0.61			1.00	1.00		
Incremental Delay, d2	0.1		37.2	81.4	0.7			0.9	1.4		
Delay (s)	31.0		75.8	128.9	8.2			20.0	18.0		
Level of Service	C		E	F	A			B	B		
Approach Delay (s)		61.5			21.8			19.5		0.0	
Approach LOS		E			C			B		A	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	569	0	251	0	0	0	0	2193	297	433	1589	0
Future Volume (vph)	569	0	251	0	0	0	0	2193	297	433	1589	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1524					6408	1568	1752	5036	
Flt Permitted	0.95		1.00					1.00	1.00	0.08	1.00	
Satd. Flow (perm)	3433		1524					6408	1568	142	5036	
Peak-hour factor, PHF	0.93	0.92	0.79	0.92	0.92	0.92	0.92	0.88	0.90	0.91	0.95	0.92
Adj. Flow (vph)	612	0	318	0	0	0	0	2492	330	476	1673	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	103	0	0	0
Lane Group Flow (vph)	612	0	248	0	0	0	0	2492	227	476	1673	0
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%	1%	2%	3%	3%	3%	2%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	25.0		25.0					50.0	50.0	62.0	68.0	
Effective Green, g (s)	27.0		27.0					52.0	52.0	66.0	70.0	
Actuated g/C Ratio	0.26		0.26					0.50	0.50	0.63	0.67	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	882		391					3173	776	303	3357	
v/s Ratio Prot	c0.18		0.16					0.39		c0.21	0.33	
v/s Ratio Perm									0.14	c0.78		
v/c Ratio	0.69		0.63					0.79	0.29	1.57	0.50	
Uniform Delay, d1	35.3		34.6					21.9	15.6	32.5	8.7	
Progression Factor	1.00		1.00					1.00	1.00	1.73	0.47	
Incremental Delay, d2	1.9		2.5					2.0	1.0	269.9	0.0	
Delay (s)	37.2		37.1					23.9	16.6	326.0	4.2	
Level of Service	D		D					C	B	F	A	
Approach Delay (s)		37.2			0.0			23.1			75.4	
Approach LOS		D			A			C			E	

Intersection Summary			
HCM 2000 Control Delay	44.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	10	233	294	14	62	178	2556	96	39	1823	58
Future Volume (vph)	167	10	233	294	14	62	178	2556	96	39	1823	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1583	1805	1900	1615	1787	5036	1568	1805	5036	1615
Flt Permitted	0.74	1.00	1.00	0.75	1.00	1.00	0.09	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	1408	1900	1583	1419	1900	1615	177	5036	1568	198	5036	1615
Peak-hour factor, PHF	0.79	0.63	0.68	0.83	0.55	0.61	0.82	0.89	0.86	0.70	0.84	0.78
Adj. Flow (vph)	211	16	343	354	25	102	217	2872	112	56	2170	74
RTOR Reduction (vph)	0	0	204	0	0	75	0	0	54	0	0	42
Lane Group Flow (vph)	211	16	139	354	25	27	217	2872	58	56	2170	32
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	3%	3%	0%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	23.5	23.5	23.5	23.5	23.5	23.5	51.4	41.8	41.8	40.6	36.4	36.4
Effective Green, g (s)	23.5	23.5	23.5	23.5	23.5	23.5	54.0	43.8	43.8	44.6	38.4	38.4
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.62	0.50	0.50	0.51	0.44	0.44
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	378	510	425	381	510	433	322	2520	784	214	2210	708
v/s Ratio Prot		0.01			0.01		c0.09	c0.57		0.02	0.43	
v/s Ratio Perm	0.15		0.09	c0.25		0.02	0.33		0.04	0.11		0.02
v/c Ratio	0.56	0.03	0.33	0.93	0.05	0.06	0.67	1.14	0.07	0.26	0.98	0.05
Uniform Delay, d1	27.5	23.6	25.7	31.2	23.7	23.8	20.2	21.9	11.3	17.8	24.2	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.0	0.2	28.2	0.0	0.0	4.3	68.2	0.0	0.2	15.0	0.0
Delay (s)	28.6	23.6	25.8	59.3	23.7	23.8	24.5	90.1	11.4	18.1	39.2	14.1
Level of Service	C	C	C	E	C	C	C	F	B	B	D	B
Approach Delay (s)		26.8			50.0			82.9			37.9	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	59.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	202	243	234	185	431	139	1764	137	144	1580	116
Future Volume (vph)	295	202	243	234	185	431	139	1764	137	144	1580	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3348		1681	1757	1583	1770	5036	1583	1719	5036	1615
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.07	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1805	3348		1681	1757	1583	134	5036	1583	125	5036	1615
Peak-hour factor, PHF	0.77	0.56	0.82	0.76	0.77	0.78	0.85	0.92	0.48	0.73	0.91	0.78
Adj. Flow (vph)	383	361	296	308	240	553	164	1917	285	197	1736	149
RTOR Reduction (vph)	0	92	0	0	0	191	0	0	80	0	0	61
Lane Group Flow (vph)	383	565	0	268	280	362	164	1917	205	197	1736	88
Heavy Vehicles (%)	0%	1%	0%	2%	2%	2%	2%	3%	2%	5%	3%	0%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	34.0	34.0		34.0	34.0	34.0	67.6	53.4	53.4	72.4	55.8	55.8
Effective Green, g (s)	34.0	34.0		34.0	34.0	34.0	71.6	55.4	55.4	76.4	57.8	57.8
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21	0.45	0.35	0.35	0.48	0.36	0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	383	711		357	373	336	225	1743	548	244	1819	583
v/s Ratio Prot	c0.21	0.17		0.16	0.16		0.07	c0.38		c0.09	0.34	
v/s Ratio Perm						c0.23	0.25		0.13	0.29		0.05
v/c Ratio	1.00	0.79		0.75	0.75	1.08	0.73	1.10	0.37	0.81	0.95	0.15
Uniform Delay, d1	63.0	59.7		59.0	59.0	63.0	41.9	52.3	39.3	47.3	49.8	34.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	46.0	5.7		7.7	7.4	71.7	9.6	54.3	2.0	16.6	12.8	0.6
Delay (s)	109.0	65.4		66.7	66.4	134.7	51.5	106.6	41.2	63.9	62.6	35.1
Level of Service	F	E		E	E	F	D	F	D	E	E	D
Approach Delay (s)		81.5			100.8			94.9			60.7	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	83.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	292	0	433	174	2147	0	0	2514	436	0	0
Future Volume (vph)	292	0	433	174	2147	0	0	2514	436	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3433		1599	1805	5136			6471	1583		
Flt Permitted	0.95		1.00	0.07	1.00			1.00	1.00		
Satd. Flow (perm)	3433		1599	129	5136			6471	1583		
Peak-hour factor, PHF	0.93	0.92	0.80	0.91	0.91	0.92	0.92	0.92	0.82	0.92	0.92
Adj. Flow (vph)	314	0	541	191	2359	0	0	2733	532	0	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	170	0	0
Lane Group Flow (vph)	314	0	471	191	2359	0	0	2733	362	0	0
Heavy Vehicles (%)	2%	2%	1%	0%	1%	2%	1%	1%	2%	2%	2%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	25.0		25.0	68.0	68.0			52.7	52.7		
Effective Green, g (s)	27.0		27.0	70.0	70.0			54.7	54.7		
Actuated g/C Ratio	0.26		0.26	0.67	0.67			0.52	0.52		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	882		411	266	3424			3371	824		
v/s Ratio Prot	0.09		c0.29	0.08	c0.46			c0.42			
v/s Ratio Perm				c0.40					0.23		
v/c Ratio	0.36		1.15	0.72	0.69			0.81	0.44		
Uniform Delay, d1	31.9		39.0	26.6	10.8			20.9	15.6		
Progression Factor	1.00		1.00	1.79	0.64			1.00	1.00		
Incremental Delay, d2	0.1		90.8	5.8	0.4			2.2	1.7		
Delay (s)	32.0		129.8	53.4	7.3			23.1	17.3		
Level of Service	C		F	D	A			C	B		
Approach Delay (s)		93.9			10.7			22.1		0.0	
Approach LOS		F			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	392	0	268	0	0	0	0	1929	161	354	2452	0
Future Volume (vph)	392	0	268	0	0	0	0	1929	161	354	2452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1599					6225	1583	1770	5136	
Flt Permitted	0.95		1.00					1.00	1.00	0.07	1.00	
Satd. Flow (perm)	3433		1599					6225	1583	136	5136	
Peak-hour factor, PHF	0.87	0.92	0.79	0.92	0.92	0.92	0.92	0.93	0.84	0.78	0.92	0.92
Adj. Flow (vph)	451	0	339	0	0	0	0	2074	192	454	2665	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	72	0	0	0
Lane Group Flow (vph)	451	0	269	0	0	0	0	2074	120	454	2665	0
Heavy Vehicles (%)	2%	2%	1%	2%	2%	2%	1%	5%	2%	2%	1%	2%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	25.0		25.0					50.0	50.0	64.7	64.7	
Effective Green, g (s)	27.0		27.0					52.0	52.0	68.7	68.7	
Actuated g/C Ratio	0.26		0.26					0.50	0.50	0.65	0.65	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	882		411					3082	783	306	3360	
v/s Ratio Prot	0.13		c0.17					0.33		c0.20	0.52	
v/s Ratio Perm									0.08	c0.77		
v/c Ratio	0.51		0.65					0.67	0.15	1.48	0.79	
Uniform Delay, d1	33.4		34.8					20.1	14.5	32.0	13.0	
Progression Factor	1.00		1.00					1.00	1.00	1.65	0.58	
Incremental Delay, d2	0.2		2.9					1.2	0.4	228.7	0.8	
Delay (s)	33.6		37.7					21.3	14.9	281.5	8.4	
Level of Service	C		D					C	B	F	A	
Approach Delay (s)		35.3			0.0			20.7			48.1	
Approach LOS		D			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	19	150	189	21	20	263	2067	250	43	2611	76
Future Volume (vph)	91	19	150	189	21	20	263	2067	250	43	2611	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1900	1538	1787	5136	1615	1805	5136	1599
Flt Permitted	0.74	1.00	1.00	0.73	1.00	1.00	0.09	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	1373	1863	1583	1367	1900	1538	172	5136	1615	191	5136	1599
Peak-hour factor, PHF	0.85	0.53	0.92	0.78	0.68	0.75	0.82	0.90	0.82	0.75	0.88	0.85
Adj. Flow (vph)	107	36	163	242	31	27	321	2297	305	57	2967	89
RTOR Reduction (vph)	0	0	128	0	0	21	0	0	54	0	0	48
Lane Group Flow (vph)	107	36	35	242	31	6	321	2297	251	57	2967	41
Heavy Vehicles (%)	2%	2%	2%	2%	0%	5%	1%	1%	0%	0%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	18.3	18.3	18.3	18.3	18.3	18.3	55.4	46.2	46.2	40.9	37.7	37.7
Effective Green, g (s)	18.3	18.3	18.3	18.3	18.3	18.3	57.4	48.2	48.2	44.9	39.7	39.7
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.21	0.67	0.56	0.56	0.52	0.46	0.46
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	293	397	338	291	405	328	373	2888	908	198	2379	740
v/s Ratio Prot		0.02			0.02		c0.14	0.45		0.02	c0.58	
v/s Ratio Perm	0.08		0.02	c0.18		0.00	0.44		0.16	0.13		0.03
v/c Ratio	0.37	0.09	0.10	0.83	0.08	0.02	0.86	0.80	0.28	0.29	1.25	0.06
Uniform Delay, d1	28.7	27.0	27.1	32.2	26.9	26.6	25.0	14.8	9.7	12.9	23.0	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.0	0.0	17.3	0.0	0.0	17.4	1.6	0.2	0.3	114.9	0.0
Delay (s)	29.0	27.1	27.1	49.5	27.0	26.6	42.4	16.4	9.9	13.2	137.9	12.7
Level of Service	C	C	C	D	C	C	D	B	A	B	F	B
Approach Delay (s)		27.8			45.1			18.6			132.1	
Approach LOS		C			D			B			F	

Intersection Summary			
HCM 2000 Control Delay	73.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	85.7	Sum of lost time (s)	14.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	149	143	139	133	198	260	1694	196	337	2016	367
Future Volume (vph)	198	149	143	139	133	198	260	1694	196	337	2016	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	3343		1665	1757	1599	1805	5136	1583	1787	5136	1615
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.08	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1787	3343		1665	1757	1599	146	5136	1583	137	5136	1615
Peak-hour factor, PHF	0.79	0.81	0.91	0.70	0.82	0.95	0.89	0.89	0.78	0.88	0.95	0.87
Adj. Flow (vph)	251	184	157	199	162	208	292	1903	251	383	2122	422
RTOR Reduction (vph)	0	104	0	0	0	180	0	0	73	0	0	97
Lane Group Flow (vph)	251	237	0	177	184	28	292	1903	178	383	2122	325
Heavy Vehicles (%)	1%	1%	0%	3%	2%	1%	0%	1%	2%	1%	1%	0%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	26.7	26.7		21.9	21.9	21.9	77.1	50.0	50.0	94.4	62.3	62.3
Effective Green, g (s)	26.7	26.7		21.9	21.9	21.9	81.1	52.0	52.0	96.4	64.3	64.3
Actuated g/C Ratio	0.17	0.17		0.14	0.14	0.14	0.51	0.32	0.32	0.60	0.40	0.40
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	298	557		227	240	218	375	1669	514	509	2064	649
v/s Ratio Prot	c0.14	0.07		c0.11	0.10		c0.14	c0.37		0.19	c0.41	
v/s Ratio Perm						0.02	0.25		0.11	0.26		0.20
v/c Ratio	0.84	0.43		0.78	0.77	0.13	0.78	1.14	0.35	0.75	1.03	0.50
Uniform Delay, d1	64.6	59.8		66.7	66.6	60.7	47.0	54.0	41.1	44.2	47.9	35.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.3	0.2		14.2	12.3	0.1	9.0	70.9	1.8	5.5	27.4	2.7
Delay (s)	82.9	60.0		81.0	78.9	60.8	56.0	124.9	42.9	49.8	75.2	38.6
Level of Service	F	E		F	E	E	E	F	D	D	E	D
Approach Delay (s)		69.7			72.9			108.3			66.6	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	83.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1245	700	0	1275	0	480	0	670	0	0
Future Volume (vph)	0	1245	700	0	1275	0	480	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1311	737	0	1342	0	505	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1311	737	0	1342	0	505	0	705	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		100.7		46.3		46.3		
Effective Green, g (s)		160.0	160.0		102.7		48.3		48.3		
Actuated g/C Ratio		1.00	1.00		0.64		0.30		0.30		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		3263		534		841		
v/s Ratio Prot		0.26			0.26		c0.29		0.25		
v/s Ratio Perm			c0.47								
v/c Ratio		0.26	0.47		0.41		0.95		0.84		
Uniform Delay, d1		0.0	0.0		13.9		54.6		52.2		
Progression Factor		1.00	1.00		0.99		1.00		1.00		
Incremental Delay, d2		0.1	0.8		0.3		25.8		7.2		
Delay (s)		0.1	0.8		14.2		80.4		59.4		
Level of Service		A	A		B		F		E		
Approach Delay (s)		0.3			14.2			68.2		0.0	
Approach LOS		A			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1760	155	285	1215	445	85	135	155	30	10	20
Future Volume (vph)	250	1760	155	285	1215	445	85	135	155	30	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1770	5024		3433	5085	1583	3433	1863	1583	1681	1726	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1770	5024		3433	5085	1583	3433	1863	1583	1681	1726	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	263	1853	163	300	1279	468	89	142	163	32	11	21
RTOR Reduction (vph)	0	5	0	0	0	80	0	0	88	0	0	17
Lane Group Flow (vph)	263	2011	0	300	1279	388	89	142	75	21	22	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	21.5	93.1		18.0	89.6	97.0	16.5	16.5	34.5	7.4	7.4	28.9
Effective Green, g (s)	23.5	95.1		20.0	91.6	101.0	16.5	16.5	34.5	7.4	7.4	28.9
Actuated g/C Ratio	0.15	0.59		0.12	0.57	0.63	0.10	0.10	0.22	0.05	0.05	0.18
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	259	2986		429	2911	999	354	192	341	77	79	285
v/s Ratio Prot	c0.15	c0.40		0.09	0.25	c0.02	0.03	c0.08	0.02	0.01	0.01	0.00
v/s Ratio Perm						0.22			0.02			0.00
v/c Ratio	1.02	0.67		0.70	0.44	0.39	0.25	0.74	0.22	0.27	0.28	0.01
Uniform Delay, d1	68.2	21.9		67.1	19.5	14.4	66.1	69.7	51.7	73.7	73.7	53.8
Progression Factor	1.00	1.00		1.15	0.72	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	59.9	1.2		3.4	0.4	0.1	0.1	12.1	0.1	0.7	0.7	0.0
Delay (s)	128.2	23.2		80.4	14.4	7.8	66.2	81.7	51.8	74.4	74.4	53.8
Level of Service	F	C		F	B	A	E	F	D	E	E	D
Approach Delay (s)		35.3			22.6			65.8			67.7	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	1520	95	70	1600	75	395	85	125	30	5	60
Future Volume (vph)	270	1520	95	70	1600	75	395	85	125	30	5	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5051		1770	1863	1583	1770	1604	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.43	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5051		793	1863	1583	1303	1604	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	284	1600	100	74	1684	79	416	89	132	32	5	63
RTOR Reduction (vph)	0	0	35	0	2	0	0	0	118	0	59	0
Lane Group Flow (vph)	284	1600	65	74	1761	0	416	89	14	32	9	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	21.5	101.5	101.5	10.6	90.6		28.9	16.9	16.9	14.9	8.9	
Effective Green, g (s)	23.5	103.5	103.5	12.6	92.6		28.9	16.9	16.9	14.9	8.9	
Actuated g/C Ratio	0.15	0.65	0.65	0.08	0.58		0.18	0.11	0.11	0.09	0.06	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	259	3289	1024	139	2923		228	196	167	138	89	
v/s Ratio Prot	c0.16	0.31		0.04	c0.35		c0.16	0.05		0.01	0.01	
v/s Ratio Perm			0.04				c0.17		0.01	0.01		
v/c Ratio	1.10	0.49	0.06	0.53	0.60		1.82	0.45	0.08	0.23	0.10	
Uniform Delay, d1	68.2	14.6	10.4	70.9	21.8		63.7	67.2	64.6	67.0	71.7	
Progression Factor	0.89	1.36	1.35	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	83.5	0.5	0.1	2.0	0.9		387.8	0.6	0.1	0.3	0.2	
Delay (s)	144.5	20.3	14.1	72.8	22.7		451.5	67.8	64.6	67.3	71.9	
Level of Service	F	C	B	E	C		F	E	E	E	E	
Approach Delay (s)		37.8			24.7			317.7			70.4	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	72.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1710	670	0	1670	0	510	0	490	0	0
Future Volume (vph)	0	1710	670	0	1670	0	510	0	490	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1819	713	0	1777	0	543	0	521	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1819	713	0	1777	0	543	0	521	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		95.6		51.4		51.4		
Effective Green, g (s)		160.0	160.0		97.6		53.4		53.4		
Actuated g/C Ratio		1.00	1.00		0.61		0.33		0.33		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		3101		590		930		
v/s Ratio Prot		0.36			c0.35		c0.31		0.19		
v/s Ratio Perm			0.45								
v/c Ratio		0.36	0.45		0.57		0.92		0.56		
Uniform Delay, d1		0.0	0.0		18.7		51.3		43.7		
Progression Factor		1.00	1.00		0.77		1.00		1.00		
Incremental Delay, d2		0.1	0.6		0.7		19.8		0.6		
Delay (s)		0.1	0.6		15.1		71.1		44.3		
Level of Service		A	A		B		E		D		
Approach Delay (s)		0.3			15.1			58.0		0.0	
Approach LOS		A			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1715	120	210	1900	50	200	10	285	380	90	300
Future Volume (vph)	40	1715	120	210	1900	50	200	10	285	380	90	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5035		3433	5085	1583	3433	1863	1583	1681	1716	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5035		3433	5085	1583	3433	1863	1583	1681	1716	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	43	1824	128	223	2021	53	213	11	303	404	96	319
RTOR Reduction (vph)	0	4	0	0	0	15	0	0	53	0	0	50
Lane Group Flow (vph)	43	1948	0	223	2021	38	213	11	250	246	254	269
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	9.6	78.4		14.7	83.5	111.1	14.3	14.3	29.0	27.6	27.6	37.2
Effective Green, g (s)	11.6	80.4		16.7	85.5	115.1	14.3	14.3	29.0	27.6	27.6	37.2
Actuated g/C Ratio	0.07	0.50		0.10	0.53	0.72	0.09	0.09	0.18	0.17	0.17	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	128	2530		358	2717	1138	306	166	286	289	296	368
v/s Ratio Prot	0.02	c0.39		0.06	c0.40	0.01	0.06	0.01	c0.08	0.15	c0.15	0.04
v/s Ratio Perm						0.02			0.08			0.13
v/c Ratio	0.34	0.77		0.62	0.74	0.03	0.70	0.07	0.87	0.85	0.86	0.73
Uniform Delay, d1	70.5	32.3		68.6	28.8	6.5	70.7	66.7	63.7	64.2	64.3	56.8
Progression Factor	1.00	1.00		1.27	0.62	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	2.3		2.0	1.6	0.0	5.5	0.1	23.5	20.0	20.4	6.3
Delay (s)	71.1	34.6		89.2	19.5	1.7	76.2	66.8	87.2	84.2	84.7	63.1
Level of Service	E	C		F	B	A	E	E	F	F	F	E
Approach Delay (s)		35.4			25.9			82.4			76.1	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

1314: SW Natura Boulevard/Fairway Drive & Hillsboro Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1960	240	115	1985	20	250	10	110	105	50	270
Future Volume (vph)	75	1960	240	115	1985	20	250	10	110	105	50	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5078		1770	1863	1583	1770	1627	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.14	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5078		252	1863	1583	1398	1627	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	2063	253	121	2089	21	263	11	116	111	53	284
RTOR Reduction (vph)	0	0	53	0	0	0	0	0	93	0	137	0
Lane Group Flow (vph)	79	2063	200	121	2110	0	263	11	23	111	200	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	11.3	78.2	78.2	13.4	80.3		49.4	31.5	31.5	35.5	23.6	
Effective Green, g (s)	13.3	80.2	80.2	15.4	82.3		49.4	31.5	31.5	35.5	23.6	
Actuated g/C Ratio	0.08	0.50	0.50	0.10	0.51		0.31	0.20	0.20	0.22	0.15	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	147	2548	793	170	2611		265	366	311	337	239	
v/s Ratio Prot	0.04	0.41		c0.07	c0.42		c0.12	0.01		0.02	0.12	
v/s Ratio Perm			0.13				c0.18		0.01	0.05		
v/c Ratio	0.54	0.81	0.25	0.71	0.81		0.99	0.03	0.07	0.33	0.84	
Uniform Delay, d1	70.4	33.5	22.8	70.1	32.3		48.3	51.9	52.4	51.7	66.3	
Progression Factor	0.99	0.92	0.83	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.8	2.8	0.7	11.1	2.8		52.9	0.0	0.0	0.2	20.8	
Delay (s)	71.8	33.5	19.7	81.2	35.1		101.2	51.9	52.4	51.9	87.1	
Level of Service	E	C	B	F	D		F	D	D	D	F	
Approach Delay (s)		33.3			37.6			85.3			78.4	
Approach LOS		C			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1900	100	135	1540	130	170
Future Volume (vph)	1900	100	135	1540	130	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7487		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7487		1770	5085	1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2043	108	145	1656	140	183
RTOR Reduction (vph)	4	0	0	0	0	163
Lane Group Flow (vph)	2147	0	145	1656	140	20
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	99.5		18.0	125.5	17.5	17.5
Effective Green, g (s)	101.5		20.0	127.5	17.5	17.5
Actuated g/C Ratio	0.63		0.12	0.80	0.11	0.11
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4749		221	4052	193	173
v/s Ratio Prot	c0.29		c0.08	0.33	c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.45		0.66	0.41	0.73	0.12
Uniform Delay, d1	15.0		66.7	4.9	68.9	64.3
Progression Factor	1.00		1.04	0.33	1.00	1.00
Incremental Delay, d2	0.0		5.0	0.0	10.9	0.1
Delay (s)	15.0		74.2	1.6	79.8	64.4
Level of Service	B		E	A	E	E
Approach Delay (s)	15.0			7.5	71.1	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	1990	1530	70	225	145
Future Volume (vph)	80	1990	1530	70	225	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2163	1663	76	245	158
RTOR Reduction (vph)	0	0	0	25	0	141
Lane Group Flow (vph)	87	2163	1663	51	245	17
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	125.5	105.5	105.5	17.5	17.5
Effective Green, g (s)	14.0	127.5	107.5	107.5	17.5	17.5
Actuated g/C Ratio	0.09	0.80	0.67	0.67	0.11	0.11
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	154	5106	4305	1063	375	173
v/s Ratio Prot	c0.05	c0.34	0.26		c0.07	
v/s Ratio Perm				0.03		0.01
v/c Ratio	0.56	0.42	0.39	0.05	0.65	0.10
Uniform Delay, d1	70.1	5.0	11.6	8.9	68.3	64.2
Progression Factor	0.81	0.35	1.60	3.69	1.00	1.00
Incremental Delay, d2	2.6	0.0	0.0	0.0	3.1	0.1
Delay (s)	59.1	1.7	18.6	32.8	71.4	64.3
Level of Service	E	A	B	C	E	E
Approach Delay (s)		4.0	19.2		68.6	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1380	835	0	1185	0	375	0	415	0	0
Future Volume (vph)	0	1380	835	0	1185	0	375	0	415	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1468	888	0	1261	0	399	0	441	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1468	888	0	1261	0	399	0	441	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		47.5	80.0		47.5		17.5		17.5		
Effective Green, g (s)		49.5	80.0		49.5		19.5		19.5		
Actuated g/C Ratio		0.62	1.00		0.62		0.24		0.24		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3964	1583		3146		836		679		
v/s Ratio Prot		0.23			0.25		0.12		0.16		
v/s Ratio Perm			c0.56								
v/c Ratio		0.37	0.56		0.40		0.48		0.65		
Uniform Delay, d1		7.5	0.0		7.7		25.9		27.2		
Progression Factor		1.21	1.00		1.20		1.00		1.00		
Incremental Delay, d2		0.2	1.3		0.3		0.3		1.9		
Delay (s)		9.4	1.3		9.6		26.2		29.1		
Level of Service		A	A		A		C		C		
Approach Delay (s)		6.3			9.6			27.7		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	0	990	0	0	1590	425	420	0	290	0	0
Future Volume (vph)	0	990	0	0	1590	425	420	0	290	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1042	0	0	1674	447	442	0	305	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1042	0	0	1674	447	442	0	305	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		49.8			49.8	80.0	15.2		15.2		
Effective Green, g (s)		51.8			51.8	80.0	17.2		17.2		
Actuated g/C Ratio		0.65			0.65	1.00	0.21		0.21		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3292			3292	1583	738		599		
v/s Ratio Prot		0.20			c0.33		c0.13		0.11		
v/s Ratio Perm						0.28					
v/c Ratio		0.32			0.51	0.28	0.60		0.51		
Uniform Delay, d1		6.3			7.4	0.0	28.3		27.7		
Progression Factor		1.35			0.77	1.00	1.00		1.00		
Incremental Delay, d2		0.2			0.4	0.3	1.1		0.5		
Delay (s)		8.7			6.1	0.3	29.4		28.2		
Level of Service		A			A	A	C		C		
Approach Delay (s)		8.7			4.9			28.9		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	830	105	30	1385	45	180	195	50	70	190	450
Future Volume (vph)	345	830	105	30	1385	45	180	195	50	70	190	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4951		1752	5012		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.29	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	3400	4951		1752	5012		535	1845	1568	1067	1845	1568
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	371	892	113	32	1489	48	194	210	54	75	204	484
RTOR Reduction (vph)	0	8	0	0	2	0	0	0	42	0	0	258
Lane Group Flow (vph)	371	997	0	32	1535	0	194	210	12	75	204	226
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	21.3	84.8		6.1	69.6		49.1	34.4	34.4	34.5	25.8	25.8
Effective Green, g (s)	23.3	86.8		8.1	71.6		49.1	34.4	34.4	34.5	25.8	25.8
Actuated g/C Ratio	0.15	0.54		0.05	0.45		0.31	0.21	0.21	0.22	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	495	2685		88	2242		295	396	337	267	297	252
v/s Ratio Prot	c0.11	0.20		0.02	c0.31		c0.07	0.11		0.02	0.11	
v/s Ratio Perm							0.13		0.01	0.05		c0.14
v/c Ratio	0.75	0.37		0.36	0.68		0.66	0.53	0.03	0.28	0.69	0.90
Uniform Delay, d1	65.6	21.0		73.5	35.2		44.3	55.6	49.7	51.4	63.3	65.8
Progression Factor	0.86	0.92		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2	0.4		0.9	1.7		4.0	0.7	0.0	0.2	5.2	30.0
Delay (s)	61.9	19.7		74.4	36.9		48.3	56.3	49.7	51.6	68.5	95.8
Level of Service	E	B		E	D		D	E	D	D	E	F
Approach Delay (s)		31.0			37.7			52.2			84.1	
Approach LOS		C			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2125	70	230	1975	100	105
Future Volume (vph)	2125	70	230	1975	100	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7508		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7508		1770	5085	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2214	73	240	2057	104	109
RTOR Reduction (vph)	2	0	0	0	0	100
Lane Group Flow (vph)	2285	0	240	2057	104	9
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	96.1		25.0	129.1	13.9	13.9
Effective Green, g (s)	98.1		27.0	131.1	13.9	13.9
Actuated g/C Ratio	0.61		0.17	0.82	0.09	0.09
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4603		298	4166	153	137
v/s Ratio Prot	c0.30		c0.14	c0.40	c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.50		0.81	0.49	0.68	0.07
Uniform Delay, d1	17.2		64.0	4.4	70.9	67.1
Progression Factor	1.00		1.07	0.17	1.00	1.00
Incremental Delay, d2	0.0		12.4	0.0	9.1	0.1
Delay (s)	17.2		80.8	0.8	80.0	67.2
Level of Service	B		F	A	E	E
Approach Delay (s)	17.2			9.1	73.4	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	2070	2065	230	165	140
Future Volume (vph)	160	2070	2065	230	165	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	167	2156	2151	240	172	146
RTOR Reduction (vph)	0	0	0	81	0	133
Lane Group Flow (vph)	167	2156	2151	159	172	13
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	17.0	129.1	104.1	104.1	13.9	13.9
Effective Green, g (s)	19.0	131.1	106.1	106.1	13.9	13.9
Actuated g/C Ratio	0.12	0.82	0.66	0.66	0.09	0.09
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	210	5250	4249	1049	298	137
v/s Ratio Prot	c0.09	0.34	c0.34		c0.05	
v/s Ratio Perm				0.10		0.01
v/c Ratio	0.80	0.41	0.51	0.15	0.58	0.09
Uniform Delay, d1	68.6	3.9	13.7	10.1	70.2	67.2
Progression Factor	0.76	0.35	0.78	2.02	1.00	1.00
Incremental Delay, d2	15.7	0.0	0.0	0.0	1.7	0.1
Delay (s)	67.7	1.4	10.6	20.4	71.9	67.4
Level of Service	E	A	B	C	E	E
Approach Delay (s)		6.1	11.6		69.8	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1665	570	0	1710	0	405	0	585	0	0
Future Volume (vph)	0	1665	570	0	1710	0	405	0	585	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1734	594	0	1781	0	422	0	609	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1734	594	0	1781	0	422	0	609	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		45.5	80.0		45.5		19.5		19.5		
Effective Green, g (s)		47.5	80.0		47.5		21.5		21.5		
Actuated g/C Ratio		0.59	1.00		0.59		0.27		0.27		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3804	1583		3019		922		749		
v/s Ratio Prot		0.27			c0.35		0.12		c0.22		
v/s Ratio Perm			0.38								
v/c Ratio		0.46	0.38		0.59		0.46		0.81		
Uniform Delay, d1		9.1	0.0		10.2		24.4		27.4		
Progression Factor		2.04	1.00		1.45		1.00		1.00		
Incremental Delay, d2		0.4	0.6		0.6		0.3		6.6		
Delay (s)		18.8	0.6		15.3		24.7		33.9		
Level of Service		B	A		B		C		C		
Approach Delay (s)		14.2			15.3			30.1		0.0	
Approach LOS		B			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1505	0	0	1490	335	970	0	510	0	0
Future Volume (vph)	0	1505	0	0	1490	335	970	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1601	0	0	1585	356	1032	0	543	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1601	0	0	1585	356	1032	0	543	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		42.5			42.5	80.0	22.5		22.5		
Effective Green, g (s)		44.5			44.5	80.0	24.5		24.5		
Actuated g/C Ratio		0.56			0.56	1.00	0.31		0.31		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2828			2828	1583	1051		853		
v/s Ratio Prot		c0.31			0.31		c0.30		0.19		
v/s Ratio Perm						0.22					
v/c Ratio		0.57			0.56	0.22	0.98		0.64		
Uniform Delay, d1		11.5			11.4	0.0	27.5		23.9		
Progression Factor		1.94			1.09	1.00	1.00		1.00		
Incremental Delay, d2		0.2			0.6	0.2	23.3		1.4		
Delay (s)		22.6			13.1	0.2	50.8		25.3		
Level of Service		C			B	A	D		C		
Approach Delay (s)		22.6			10.7			42.0		0.0	
Approach LOS		C			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	1445	160	80	1305	90	190	295	80	45	230	330
Future Volume (vph)	410	1445	160	80	1305	90	190	295	80	45	230	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5009		1770	5036		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.22	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	3433	5009		1770	5036		416	1863	1583	738	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	432	1521	168	84	1374	95	200	311	84	47	242	347
RTOR Reduction (vph)	0	7	0	0	4	0	0	0	64	0	0	249
Lane Group Flow (vph)	432	1682	0	84	1465	0	200	311	20	47	242	98
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	23.6	78.5		11.5	66.4		50.0	38.0	38.0	32.7	26.7	26.7
Effective Green, g (s)	25.6	80.5		13.5	68.4		50.0	38.0	38.0	32.7	26.7	26.7
Actuated g/C Ratio	0.16	0.50		0.08	0.43		0.31	0.24	0.24	0.20	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	549	2520		149	2152		276	442	375	189	310	264
v/s Ratio Prot	c0.13	c0.34		0.05	0.29		c0.08	0.17		0.01	0.13	
v/s Ratio Perm							c0.15		0.01	0.04		0.06
v/c Ratio	0.79	0.67		0.56	0.68		0.72	0.70	0.05	0.25	0.78	0.37
Uniform Delay, d1	64.6	29.7		70.4	37.0		44.3	55.8	47.1	52.2	63.8	59.2
Progression Factor	0.94	1.30		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6	1.2		2.9	1.8		7.8	4.1	0.0	0.3	11.1	0.3
Delay (s)	66.1	39.7		73.3	38.7		52.0	60.0	47.1	52.5	75.0	59.5
Level of Service	E	D		E	D		D	E	D	D	E	E
Approach Delay (s)		45.1			40.6			55.5			64.9	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	2770	10	80	1620	110	335
Future Volume (vph)	2770	10	80	1620	110	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2947	11	85	1723	117	356
RTOR Reduction (vph)	0	3	0	0	0	83
Lane Group Flow (vph)	2947	8	85	1723	117	273
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				2
Actuated Green, G (s)	55.7	55.7	7.3	69.0	9.0	69.0
Effective Green, g (s)	57.7	57.7	9.3	71.0	9.0	69.0
Actuated g/C Ratio	0.64	0.64	0.10	0.79	0.10	0.77
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	3.0
Lane Grp Cap (vph)	3260	1014	182	4011	177	1213
v/s Ratio Prot	c0.58		0.05	c0.34	c0.07	
v/s Ratio Perm		0.00				0.17
v/c Ratio	0.90	0.01	0.47	0.43	0.66	0.23
Uniform Delay, d1	13.8	5.8	38.0	3.0	39.0	3.0
Progression Factor	1.00	1.00	0.93	1.44	1.00	1.00
Incremental Delay, d2	4.7	0.0	0.6	0.3	7.0	0.4
Delay (s)	18.5	5.8	35.9	4.7	46.0	3.4
Level of Service	B	A	D	A	D	A
Approach Delay (s)	18.4			6.1	13.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	3095	10	20	1670	30	60
Future Volume (vph)	3095	10	20	1670	30	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.06	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	107	5085	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3293	11	21	1777	32	64
RTOR Reduction (vph)	0	2	0	0	0	60
Lane Group Flow (vph)	3293	9	21	1777	32	4
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	62.7	62.7	71.5	71.5	5.5	5.5
Effective Green, g (s)	64.7	64.7	73.5	73.5	5.5	5.5
Actuated g/C Ratio	0.72	0.72	0.82	0.82	0.06	0.06
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3655	1138	157	4152	108	96
v/s Ratio Prot	c0.65		0.01	c0.35	c0.02	
v/s Ratio Perm		0.01	0.10			0.00
v/c Ratio	0.90	0.01	0.13	0.43	0.30	0.04
Uniform Delay, d1	10.1	3.6	17.0	2.3	40.4	39.8
Progression Factor	0.56	0.11	1.69	1.74	1.00	1.00
Incremental Delay, d2	2.5	0.0	0.1	0.2	0.6	0.1
Delay (s)	8.1	0.4	28.8	4.3	41.0	39.8
Level of Service	A	A	C	A	D	D
Approach Delay (s)	8.1			4.6	40.2	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	705	2095	355	255	1125	240	245	1110	305	180	1220	320
Future Volume (vph)	705	2095	355	255	1125	240	245	1110	305	180	1220	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	801	2381	403	290	1278	273	278	1261	347	205	1386	364
RTOR Reduction (vph)	0	0	119	0	0	104	0	0	125	0	0	267
Lane Group Flow (vph)	801	2381	284	290	1278	169	278	1261	222	205	1386	97
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	41.7	79.9	79.9	14.0	52.2	52.2	18.1	45.5	45.5	14.6	42.0	42.0
Effective Green, g (s)	43.7	81.9	81.9	16.0	54.2	54.2	20.1	47.5	47.5	16.6	44.0	44.0
Actuated g/C Ratio	0.24	0.46	0.46	0.09	0.30	0.30	0.11	0.26	0.26	0.09	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	833	2313	720	305	1531	476	383	1341	417	316	1243	386
v/s Ratio Prot	c0.23	c0.47		0.08	0.25		c0.08	c0.25		0.06	c0.27	
v/s Ratio Perm			0.18			0.11			0.14			0.06
v/c Ratio	0.96	1.03	0.39	0.95	0.83	0.35	0.73	0.94	0.53	0.65	1.12	0.25
Uniform Delay, d1	67.3	49.0	32.6	81.6	58.7	49.2	77.3	64.9	56.7	78.9	68.0	54.8
Progression Factor	0.99	0.92	0.91	0.81	1.28	1.67	1.00	1.00	1.00	0.92	1.16	3.48
Incremental Delay, d2	16.3	23.1	1.0	35.2	4.9	1.8	5.7	12.8	0.7	2.8	61.3	0.1
Delay (s)	82.8	68.2	30.6	101.4	79.8	83.9	83.0	77.6	57.4	75.2	140.5	190.9
Level of Service	F	E	C	F	E	F	F	E	E	E	F	F
Approach Delay (s)		67.2			83.8			74.7			143.0	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	88.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2470	35	10	1595	120	65
Future Volume (vph)	2470	35	10	1595	120	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	49	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2600	37	11	1679	126	68
RTOR Reduction (vph)	0	5	0	0	0	55
Lane Group Flow (vph)	2600	32	11	1679	126	13
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	147.1	147.1	155.3	155.3	14.2	14.2
Effective Green, g (s)	149.1	149.1	157.3	157.3	14.2	14.2
Actuated g/C Ratio	0.83	0.83	0.87	0.87	0.08	0.08
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2931	1311	78	3092	139	124
v/s Ratio Prot	c0.73		0.00	c0.47	c0.07	
v/s Ratio Perm		0.02	0.12			0.01
v/c Ratio	0.89	0.02	0.14	0.54	0.91	0.10
Uniform Delay, d1	10.0	2.7	31.3	2.7	82.2	77.0
Progression Factor	3.62	3.17	1.43	2.04	1.00	1.00
Incremental Delay, d2	1.8	0.0	0.3	0.6	48.1	0.1
Delay (s)	38.1	8.6	45.0	6.2	130.3	77.1
Level of Service	D	A	D	A	F	E
Approach Delay (s)	37.7			6.4	111.7	
Approach LOS	D			A	F	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	2085	85	290	1260	285	160	765	570	430	535	250
Future Volume (vph)	280	2085	85	290	1260	285	160	765	570	430	535	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	292	2172	89	302	1312	297	167	797	594	448	557	260
RTOR Reduction (vph)	0	0	48	0	0	94	0	0	92	0	0	118
Lane Group Flow (vph)	292	2172	41	302	1313	203	167	797	502	448	557	142
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.2	80.0	80.0	11.5	75.3	75.3	13.1	40.5	40.5	19.5	46.9	46.9
Effective Green, g (s)	18.2	82.0	82.0	13.5	77.3	77.3	15.1	42.5	42.5	21.5	48.9	48.9
Actuated g/C Ratio	0.10	0.46	0.46	0.08	0.43	0.43	0.08	0.24	0.24	0.12	0.27	0.27
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	347	2316	721	257	1519	679	287	835	373	410	961	430
v/s Ratio Prot	0.09	c0.43		c0.09	0.37		0.05	0.23		c0.13	0.16	
v/s Ratio Perm			0.03			0.13			c0.32			0.09
v/c Ratio	0.84	0.94	0.06	1.18	0.86	0.30	0.58	0.95	1.35	1.09	0.58	0.33
Uniform Delay, d1	79.5	46.6	27.4	83.2	46.6	33.6	79.4	67.8	68.8	79.2	56.7	52.4
Progression Factor	1.02	0.93	2.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.0	7.8	0.1	111.9	6.8	1.1	1.9	20.7	172.9	71.8	0.9	0.5
Delay (s)	95.1	51.2	58.7	195.1	53.4	34.7	81.3	88.5	241.7	151.0	57.5	52.9
Level of Service	F	D	E	F	D	C	F	F	F	F	E	D
Approach Delay (s)		56.4			72.9			146.1			89.7	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	85.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	2370	450	320	1705	305	50	10	95	35	10	80
Future Volume (vph)	265	2370	450	320	1705	305	50	10	95	35	10	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1736	6254		1770	5085	1524	1681	1712	1583	1225	1422	1392
Flt Permitted	0.10	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	191	6254		1770	5085	1524	1681	1712	1583	1225	1422	1392
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	273	2443	464	330	1758	314	52	10	98	36	10	82
RTOR Reduction (vph)	0	17	0	0	0	102	0	0	93	0	0	78
Lane Group Flow (vph)	273	2890	0	330	1758	212	31	31	5	23	23	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	40%	2%	16%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6					2			4			3
Actuated Green, G (s)	109.4	95.9		23.5	105.9	105.9	7.7	7.7	7.7	7.9	7.9	7.9
Effective Green, g (s)	113.4	97.9		25.5	107.9	107.9	7.7	7.7	7.7	7.9	7.9	7.9
Actuated g/C Ratio	0.71	0.61		0.16	0.67	0.67	0.05	0.05	0.05	0.05	0.05	0.05
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	285	3826		282	3429	1027	80	82	76	60	70	68
v/s Ratio Prot	0.09	0.46		c0.19	0.35		c0.02	0.02		c0.02	0.02	
v/s Ratio Perm	c0.58					0.14			0.00			0.00
v/c Ratio	0.96	0.76		1.17	0.51	0.21	0.39	0.38	0.06	0.38	0.33	0.06
Uniform Delay, d1	30.7	22.4		67.2	13.0	9.9	73.9	73.8	72.7	73.7	73.5	72.5
Progression Factor	1.00	1.00		1.03	0.80	1.32	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	41.2	1.4		105.1	0.5	0.4	1.1	1.1	0.1	1.5	1.0	0.1
Delay (s)	71.9	23.8		174.3	10.8	13.4	75.0	74.9	72.8	75.2	74.5	72.6
Level of Service	E	C		F	B	B	E	E	E	E	E	E
Approach Delay (s)		28.0			33.6			73.6			73.4	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1870	630	550	2330	0	0
Future Volume (vph)	1870	630	550	2330	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	5085		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	91	5085		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1968	663	579	2453	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1968	663	579	2453	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	83.5	160.0	135.0	160.0		
Effective Green, g (s)	87.5	160.0	143.0	160.0		
Actuated g/C Ratio	0.55	1.00	0.89	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2780	1583	663	5085		
v/s Ratio Prot	0.39		c0.30	0.48		
v/s Ratio Perm		0.42	c0.48			
v/c Ratio	0.71	0.42	0.87	0.48		
Uniform Delay, d1	26.8	0.0	43.3	0.0		
Progression Factor	1.26	1.00	1.31	1.00		
Incremental Delay, d2	0.5	0.6	9.0	0.2		
Delay (s)	34.3	0.6	65.8	0.2		
Level of Service	C	A	E	A		
Approach Delay (s)	25.8			12.8	0.0	
Approach LOS	C			B	A	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		Y	↱
Traffic Volume (vph)	0	1870	2195	0	225	685
Future Volume (vph)	0	1870	2195	0	225	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.91	0.86		1.00	0.95
Frt		1.00	1.00		0.92	0.85
Flt Protected		1.00	1.00		0.98	1.00
Satd. Flow (prot)		5085	6408		1678	1504
Flt Permitted		1.00	1.00		0.98	1.00
Satd. Flow (perm)		5085	6408		1678	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1989	2335	0	239	729
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1989	2335	0	494	474
Turn Type		NA	NA		Prot	Perm
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						1 5
Actuated Green, G (s)		105.0	105.0		42.5	42.5
Effective Green, g (s)		107.0	107.0		40.5	40.5
Actuated g/C Ratio		0.67	0.67		0.25	0.25
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3400	4285		424	380
v/s Ratio Prot		c0.39	0.36		0.29	
v/s Ratio Perm						c0.32
v/c Ratio		0.58	0.54		1.17	1.25
Uniform Delay, d1		14.4	13.8		59.8	59.8
Progression Factor		0.23	0.33		1.00	1.00
Incremental Delay, d2		0.1	0.0		97.2	131.5
Delay (s)		3.4	4.6		156.9	191.3
Level of Service		A	A		F	F
Approach Delay (s)		3.4	4.6		173.8	
Approach LOS		A	A		F	

Intersection Summary			
HCM 2000 Control Delay	35.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	995	1100	260	1605	590	400
Future Volume (vph)	995	1100	260	1605	590	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.98	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3394	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3394	1441
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1070	1183	280	1726	634	430
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1070	1183	280	1726	733	331
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	91.5	160.0	17.5	75.5	32.0	32.0
Effective Green, g (s)	89.5	160.0	19.5	77.5	34.0	34.0
Actuated g/C Ratio	0.56	1.00	0.12	0.48	0.21	0.21
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1979	1583	215	2463	721	306
v/s Ratio Prot	0.30		c0.16	0.34	0.22	c0.23
v/s Ratio Perm		c0.75				
v/c Ratio	0.54	0.75	1.30	0.70	1.02	1.08
Uniform Delay, d1	22.3	0.0	70.2	32.2	63.0	63.0
Progression Factor	1.13	1.00	0.90	0.77	1.00	1.00
Incremental Delay, d2	0.1	2.5	161.0	0.6	37.7	75.0
Delay (s)	25.3	2.5	224.5	25.5	100.7	138.0
Level of Service	C	A	F	C	F	F
Approach Delay (s)	13.4			53.3	112.3	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1040	200	80	1395	70	195	125	105	215	145	275
Future Volume (vph)	155	1040	200	80	1395	70	195	125	105	215	145	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4962		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.12	1.00		0.17	1.00	1.00	0.40	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	222	4962		322	5085	1583	740	3539	1583	1242	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	167	1118	215	86	1500	75	210	134	113	231	156	296
RTOR Reduction (vph)	0	14	0	0	0	29	0	0	100	0	0	155
Lane Group Flow (vph)	167	1319	0	86	1500	46	210	134	13	231	156	141
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	114.8	103.0		102.7	96.4	96.4	27.7	18.7	18.7	27.7	18.7	18.7
Effective Green, g (s)	116.8	105.0		106.7	98.4	98.4	27.7	18.7	18.7	27.7	18.7	18.7
Actuated g/C Ratio	0.73	0.66		0.67	0.62	0.62	0.17	0.12	0.12	0.17	0.12	0.12
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	306	3256		289	3127	973	186	413	185	244	217	185
v/s Ratio Prot	c0.05	0.27		0.02	0.29		c0.06	0.04		0.05	0.08	
v/s Ratio Perm	c0.35			0.18		0.03	c0.13		0.01	0.11		0.09
v/c Ratio	0.55	0.41		0.30	0.48	0.05	1.13	0.32	0.07	0.95	0.72	0.76
Uniform Delay, d1	11.6	12.9		9.8	16.8	12.2	65.0	64.9	62.9	64.2	68.1	68.5
Progression Factor	1.16	1.20		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3		0.2	0.5	0.1	104.9	0.2	0.1	42.3	9.1	14.6
Delay (s)	14.2	15.8		10.0	17.3	12.3	169.9	65.0	63.0	106.5	77.2	83.1
Level of Service	B	B		A	B	B	F	E	E	F	E	F
Approach Delay (s)		15.6			16.7			112.7			89.7	
Approach LOS		B			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	0	85	10	0	15	0	1940	55	40	1705	0
Future Volume (vph)	65	0	85	10	0	15	0	1940	55	40	1705	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.86		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1518		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.05	1.00	
Satd. Flow (perm)	1681	1518		1770		1583		3539	1583	84	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	0	92	11	0	16	0	2109	60	43	1853	0
RTOR Reduction (vph)	0	93	0	0	0	16	0	0	15	0	0	0
Lane Group Flow (vph)	64	6	0	11	0	0	0	2109	45	43	1853	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	10.8	10.8		4.0		4.0		134.9	134.9	146.2	146.2	
Effective Green, g (s)	10.8	10.8		4.0		4.0		134.9	134.9	146.2	146.2	
Actuated g/C Ratio	0.06	0.06		0.02		0.02		0.75	0.75	0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	100	91		39		35		2652	1186	108	2874	
v/s Ratio Prot	c0.04	0.00		c0.01		0.00		c0.60		0.01	c0.52	
v/s Ratio Perm									0.03	0.31		
v/c Ratio	0.64	0.07		0.28		0.01		0.80	0.04	0.40	0.64	
Uniform Delay, d1	82.7	79.8		86.6		86.1		14.0	5.8	22.7	6.7	
Progression Factor	1.00	1.00		1.00		1.00		2.09	11.40	1.00	1.00	
Incremental Delay, d2	10.0	0.1		1.4		0.0		1.2	0.0	0.9	1.1	
Delay (s)	92.7	79.9		88.0		86.1		30.5	66.3	23.6	7.8	
Level of Service	F	E		F		F		C	E	C	A	
Approach Delay (s)		85.0			86.9			31.5			8.1	
Approach LOS		F			F			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	1475	60	325	2880	45	160
Future Volume (vph)	1475	60	325	2880	45	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1553	63	342	3032	47	168
RTOR Reduction (vph)	0	26	0	0	0	30
Lane Group Flow (vph)	1553	37	342	3032	47	138
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				2
Actuated Green, G (s)	50.3	50.3	17.5	73.8	4.2	73.8
Effective Green, g (s)	52.3	52.3	19.5	75.8	4.2	73.8
Actuated g/C Ratio	0.58	0.58	0.22	0.84	0.05	0.82
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	3.0
Lane Grp Cap (vph)	2954	919	383	4282	82	1298
v/s Ratio Prot	0.31		c0.19	c0.60	c0.03	
v/s Ratio Perm		0.02				0.09
v/c Ratio	0.53	0.04	0.89	0.71	0.57	0.11
Uniform Delay, d1	11.4	8.1	34.2	2.8	42.0	1.6
Progression Factor	1.00	1.00	1.20	2.06	1.00	1.00
Incremental Delay, d2	0.7	0.1	15.0	0.6	5.9	0.2
Delay (s)	12.0	8.2	56.2	6.3	47.9	1.8
Level of Service	B	A	E	A	D	A
Approach Delay (s)	11.9			11.4	11.9	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	1605	30	65	3195	10	60
Future Volume (vph)	1605	30	65	3195	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.11	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	200	5085	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1672	31	68	3328	10	62
RTOR Reduction (vph)	0	9	0	0	0	60
Lane Group Flow (vph)	1672	22	68	3328	10	4
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	61.1	61.1	72.0	72.0	5.0	5.0
Effective Green, g (s)	63.1	63.1	74.0	74.0	5.0	5.0
Actuated g/C Ratio	0.70	0.70	0.82	0.82	0.06	0.06
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3565	1109	267	4181	98	87
v/s Ratio Prot	0.33		0.02	c0.65	c0.01	
v/s Ratio Perm		0.01	0.19			0.00
v/c Ratio	0.47	0.02	0.25	0.80	0.10	0.04
Uniform Delay, d1	6.0	4.1	2.9	4.1	40.4	40.2
Progression Factor	1.42	0.87	1.17	2.60	1.00	1.00
Incremental Delay, d2	0.4	0.0	0.0	0.2	0.2	0.1
Delay (s)	8.9	3.6	3.5	10.9	40.5	40.3
Level of Service	A	A	A	B	D	D
Approach Delay (s)	8.8			10.7	40.3	
Approach LOS	A			B	D	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	1145	175	255	2105	200	480	1110	290	225	980	675
Future Volume (vph)	345	1145	175	255	2105	200	480	1110	290	225	980	675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	383	1272	194	283	2339	222	533	1233	322	250	1089	750
RTOR Reduction (vph)	0	0	106	0	0	61	0	0	159	0	0	154
Lane Group Flow (vph)	383	1272	88	283	2339	161	533	1233	163	250	1089	596
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	19.0	71.3	71.3	18.7	71.0	71.0	23.0	47.6	47.6	16.4	41.0	41.0
Effective Green, g (s)	21.0	73.3	73.3	20.7	73.0	73.0	25.0	49.6	49.6	18.4	43.0	43.0
Actuated g/C Ratio	0.12	0.41	0.41	0.11	0.41	0.41	0.14	0.28	0.28	0.10	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	400	2070	644	394	2062	641	476	1401	436	350	1214	378
v/s Ratio Prot	c0.11	0.25		0.08	c0.46		c0.16	0.24		0.07	0.21	
v/s Ratio Perm			0.06			0.10			0.10			c0.38
v/c Ratio	0.96	0.61	0.14	0.72	1.13	0.25	1.12	0.88	0.37	0.71	0.90	1.58
Uniform Delay, d1	79.1	42.2	33.5	76.8	53.5	35.4	77.5	62.4	52.7	78.3	66.4	68.5
Progression Factor	1.05	0.83	2.17	0.95	1.13	1.35	1.00	1.00	1.00	1.10	1.02	1.02
Incremental Delay, d2	32.0	1.3	0.4	3.7	65.3	0.7	78.2	6.6	0.2	4.4	6.9	269.4
Delay (s)	115.4	36.3	73.3	76.9	125.7	48.5	155.7	68.9	52.9	90.1	74.7	339.4
Level of Service	F	D	E	E	F	D	F	E	D	F	E	F
Approach Delay (s)		56.5			114.8			88.6			171.6	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	109.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	107.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1755	95	55	2480	45	40
Future Volume (vph)	1755	95	55	2480	45	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.10	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	183	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1828	99	57	2583	47	42
RTOR Reduction (vph)	0	15	0	0	0	40
Lane Group Flow (vph)	1828	84	57	2583	47	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	151.1	151.1	161.4	161.4	8.1	8.1
Effective Green, g (s)	153.1	153.1	163.4	163.4	8.1	8.1
Actuated g/C Ratio	0.85	0.85	0.91	0.91	0.04	0.04
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3010	1346	217	3212	79	71
v/s Ratio Prot	0.52		0.01	c0.73	c0.03	
v/s Ratio Perm		0.05	0.23			0.00
v/c Ratio	0.61	0.06	0.26	0.80	0.59	0.03
Uniform Delay, d1	4.2	2.1	4.7	2.8	84.3	82.2
Progression Factor	1.46	0.29	0.95	1.53	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.2	2.0	7.8	0.1
Delay (s)	6.9	0.7	4.6	6.3	92.1	82.2
Level of Service	A	A	A	A	F	F
Approach Delay (s)	6.6			6.3	87.4	
Approach LOS	A			A	F	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	1430	155	350	2020	425	135	580	300	220	785	435
Future Volume (vph)	305	1430	155	350	2020	425	135	580	300	220	785	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	318	1490	161	365	2104	443	141	604	312	229	818	453
RTOR Reduction (vph)	0	0	94	0	0	86	0	0	159	0	0	121
Lane Group Flow (vph)	318	1490	67	365	2104	357	141	604	154	229	818	332
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.5	73.4	73.4	22.6	83.5	83.5	7.5	39.2	39.2	16.3	48.0	48.0
Effective Green, g (s)	14.5	75.4	75.4	24.6	85.5	85.5	9.5	41.2	41.2	18.3	50.0	50.0
Actuated g/C Ratio	0.08	0.42	0.42	0.14	0.48	0.48	0.05	0.23	0.23	0.10	0.28	0.28
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	276	2130	663	469	1681	751	181	810	362	349	983	439
v/s Ratio Prot	c0.09	0.29		0.11	c0.59		0.04	0.17		c0.07	c0.23	
v/s Ratio Perm			0.04			0.23			0.10			0.21
v/c Ratio	1.15	0.70	0.10	0.78	1.25	0.48	0.78	0.75	0.43	0.66	0.83	0.76
Uniform Delay, d1	82.8	43.0	31.7	75.1	47.2	32.1	84.2	64.5	59.3	77.8	61.1	59.4
Progression Factor	1.12	0.87	0.26	0.94	1.21	1.60	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	101.4	1.9	0.3	4.3	116.2	1.2	17.3	3.8	0.8	3.4	6.1	7.3
Delay (s)	194.0	39.2	8.7	75.0	173.4	52.7	101.5	68.3	60.1	81.2	67.2	66.8
Level of Service	F	D	A	E	F	D	F	E	E	F	E	E
Approach Delay (s)		61.7			142.7			70.3			69.2	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	96.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1825	60	90	2145	70	310	10	375	85	5	340
Future Volume (vph)	65	1825	60	90	2145	70	310	10	375	85	5	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1597	6377		1770	5085	1369	1681	1690	1583	1504	1533	1568
Flt Permitted	0.04	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (perm)	72	6377		1770	5085	1369	1681	1690	1583	1504	1533	1568
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	1901	62	94	2234	73	323	10	391	89	5	354
RTOR Reduction (vph)	0	2	0	0	0	33	0	0	214	0	0	114
Lane Group Flow (vph)	68	1962	0	94	2234	40	165	168	177	47	47	240
Heavy Vehicles (%)	13%	2%	2%	2%	2%	18%	2%	2%	2%	14%	2%	3%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6					2			4			3
Actuated Green, G (s)	97.1	91.0		12.9	97.8	97.8	21.4	21.4	21.4	29.7	29.7	29.7
Effective Green, g (s)	101.1	93.0		14.9	99.8	99.8	21.4	21.4	21.4	29.7	29.7	29.7
Actuated g/C Ratio	0.56	0.52		0.08	0.55	0.55	0.12	0.12	0.12	0.16	0.16	0.16
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	109	3294		146	2819	759	199	200	188	248	252	258
v/s Ratio Prot	0.03	0.31		c0.05	c0.44		0.10	0.10		0.03	0.03	
v/s Ratio Perm	0.32					0.03			c0.11			c0.15
v/c Ratio	0.62	0.60		0.64	0.79	0.05	0.83	0.84	0.94	0.19	0.19	0.93
Uniform Delay, d1	31.9	30.4		80.0	31.9	18.4	77.5	77.6	78.7	64.8	64.7	74.2
Progression Factor	1.78	0.48		1.11	0.53	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	0.6		6.4	2.1	0.1	22.9	24.5	48.3	0.1	0.1	37.5
Delay (s)	62.5	15.1		95.4	19.1	4.5	100.4	102.1	127.0	64.9	64.9	111.7
Level of Service	E	B		F	B	A	F	F	F	E	E	F
Approach Delay (s)		16.6			21.7			115.1			101.9	
Approach LOS		B			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1660	625	545	2305	0	0
Future Volume (vph)	1660	625	545	2305	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	5085		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	94	5085		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1747	658	574	2426	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1747	658	574	2426	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	75.5	180.0	155.0	180.0		
Effective Green, g (s)	79.5	180.0	163.0	180.0		
Actuated g/C Ratio	0.44	1.00	0.91	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2245	1583	862	5085		
v/s Ratio Prot	c0.34		c0.31	0.48		
v/s Ratio Perm		0.42	0.29			
v/c Ratio	0.78	0.42	0.67	0.48		
Uniform Delay, d1	42.7	0.0	32.9	0.0		
Progression Factor	0.82	1.00	1.20	1.00		
Incremental Delay, d2	1.2	0.6	1.1	0.2		
Delay (s)	36.5	0.6	40.6	0.2		
Level of Service	D	A	D	A		
Approach Delay (s)	26.7			8.0	0.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		Y	↱
Traffic Volume (vph)	0	1660	2025	0	135	825
Future Volume (vph)	0	1660	2025	0	135	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.91	0.86		1.00	0.95
Frt		1.00	1.00		0.89	0.85
Flt Protected		1.00	1.00		0.99	1.00
Satd. Flow (prot)		5085	6408		1638	1504
Flt Permitted		1.00	1.00		0.99	1.00
Satd. Flow (perm)		5085	6408		1638	1504
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1785	2177	0	145	887
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1785	2177	0	526	506
Turn Type		NA	NA		Prot	Perm
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						1 5
Actuated Green, G (s)		118.0	118.0		49.5	49.5
Effective Green, g (s)		120.0	120.0		47.5	47.5
Actuated g/C Ratio		0.67	0.67		0.26	0.26
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3390	4272		432	396
v/s Ratio Prot		c0.35	0.34		0.32	
v/s Ratio Perm						c0.34
v/c Ratio		0.53	0.51		1.22	1.28
Uniform Delay, d1		15.4	15.1		66.2	66.2
Progression Factor		0.39	0.51		1.00	1.00
Incremental Delay, d2		0.0	0.0		117.4	143.2
Delay (s)		6.0	7.8		183.6	209.5
Level of Service		A	A		F	F
Approach Delay (s)		6.0	7.8		196.3	
Approach LOS		A	A		F	

Intersection Summary			
HCM 2000 Control Delay	46.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	795	295	1395	630	590
Future Volume (vph)	1000	795	295	1395	630	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.96	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3354	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3354	1441
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1064	846	314	1484	670	628
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1064	846	314	1484	890	408
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	88.5	180.0	40.5	90.5	32.0	32.0
Effective Green, g (s)	86.5	180.0	42.5	92.5	34.0	34.0
Actuated g/C Ratio	0.48	1.00	0.24	0.51	0.19	0.19
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1700	1583	417	2613	633	272
v/s Ratio Prot	c0.30		c0.18	0.29	0.27	c0.28
v/s Ratio Perm		c0.53				
v/c Ratio	0.63	0.53	0.75	0.57	1.41	1.50
Uniform Delay, d1	34.7	0.0	63.9	30.0	73.0	73.0
Progression Factor	1.23	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	1.1	6.7	0.2	192.1	243.4
Delay (s)	43.2	1.1	70.6	30.2	265.1	316.4
Level of Service	D	A	E	C	F	F
Approach Delay (s)	24.6			37.3	281.2	
Approach LOS	C			D	F	

Intersection Summary			
HCM 2000 Control Delay	95.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1200	180	170	1125	105	235	105	85	220	220	330
Future Volume (vph)	210	1200	180	170	1125	105	235	105	85	220	220	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4986		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.17	1.00		0.13	1.00	1.00	0.24	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	322	4986		245	5085	1583	442	3539	1583	1269	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	223	1277	191	181	1197	112	250	112	90	234	234	351
RTOR Reduction (vph)	0	11	0	0	0	47	0	0	77	0	0	166
Lane Group Flow (vph)	223	1457	0	181	1197	65	250	112	13	234	234	185
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	108.1	94.3		100.9	90.7	90.7	32.5	23.5	23.5	32.5	23.5	23.5
Effective Green, g (s)	112.0	96.3		104.9	92.7	92.7	32.5	23.5	23.5	32.5	23.5	23.5
Actuated g/C Ratio	0.70	0.60		0.66	0.58	0.58	0.20	0.15	0.15	0.20	0.15	0.15
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	368	3000		276	2946	917	164	519	232	285	273	232
v/s Ratio Prot	c0.06	0.29		0.05	0.24		c0.09	0.03		0.05	0.13	
v/s Ratio Perm	0.36			c0.38		0.04	c0.22		0.01	0.12		0.12
v/c Ratio	0.61	0.49		0.66	0.41	0.07	1.52	0.22	0.06	0.82	0.86	0.80
Uniform Delay, d1	11.4	17.9		13.6	18.5	14.8	61.2	60.1	58.7	59.6	66.6	66.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.6		4.2	0.4	0.1	264.4	0.1	0.0	16.3	21.6	16.3
Delay (s)	13.3	18.5		17.8	18.9	14.9	325.6	60.2	58.8	75.9	88.2	82.2
Level of Service	B	B		B	B	B	F	E	E	E	F	F
Approach Delay (s)		17.8			18.5			206.7			82.1	
Approach LOS		B			B			F			F	

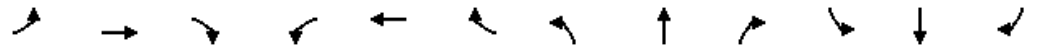
Intersection Summary			
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	20	105	0	95	0	1675	115	95	1770	0
Future Volume (vph)	5	0	20	105	0	95	0	1675	115	95	1770	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.86		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1512		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.07	1.00	
Satd. Flow (perm)	1681	1512		1770		1583		3539	1583	121	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	22	114	0	103	0	1821	125	103	1924	0
RTOR Reduction (vph)	0	23	0	0	0	94	0	0	30	0	0	0
Lane Group Flow (vph)	4	0	0	114	0	9	0	1821	95	103	1924	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	3.6	3.6		16.0		16.0		124.7	124.7	141.4	141.4	
Effective Green, g (s)	3.6	3.6		16.0		16.0		124.7	124.7	141.4	141.4	
Actuated g/C Ratio	0.02	0.02		0.09		0.09		0.69	0.69	0.79	0.79	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	33	30		157		140		2451	1096	183	2780	
v/s Ratio Prot	c0.00	0.00		c0.06		0.01		c0.51		0.03	c0.54	
v/s Ratio Perm									0.06	0.41		
v/c Ratio	0.12	0.02		0.73		0.07		0.74	0.09	0.56	0.69	
Uniform Delay, d1	86.6	86.5		79.9		75.1		17.5	9.0	24.2	9.1	
Progression Factor	1.00	1.00		1.00		1.00		0.47	0.00	1.00	1.00	
Incremental Delay, d2	0.6	0.1		13.2		0.1		1.3	0.1	2.4	1.4	
Delay (s)	87.2	86.5		93.0		75.2		9.6	0.1	26.5	10.5	
Level of Service	F	F		F		E		A	A	C	B	
Approach Delay (s)		86.6			84.6			9.0			11.3	
Approach LOS		F			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

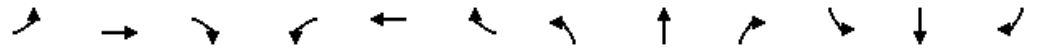


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1803	674	242	1319	13	0	0	0	45	14	71
Future Volume (vph)	29	1803	674	242	1319	13	0	0	0	45	14	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1777	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1777	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	32	2003	709	255	1466	14	0	0	0	50	16	79
RTOR Reduction (vph)	0	0	120	0	0	3	0	0	0	0	0	73
Lane Group Flow (vph)	32	2003	589	255	1466	11	0	0	0	0	66	6
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	6.1	113.0	113.0	16.1	123.0	123.0					10.4	10.4
Effective Green, g (s)	8.1	115.0	115.0	18.1	125.0	125.0					12.4	12.4
Actuated g/C Ratio	0.05	0.72	0.72	0.11	0.78	0.78					0.08	0.08
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	88	3619	1105	377	3934	1225					137	121
v/s Ratio Prot	0.02	c0.40		c0.08	0.29							
v/s Ratio Perm			0.38			0.01					0.04	0.00
v/c Ratio	0.36	0.55	0.53	0.68	0.37	0.01					0.48	0.05
Uniform Delay, d1	73.5	10.5	10.3	68.1	5.4	3.9					70.7	68.3
Progression Factor	1.00	1.00	1.00	0.90	0.81	1.00					1.00	1.00
Incremental Delay, d2	0.9	0.6	1.8	3.3	0.2	0.0					1.0	0.1
Delay (s)	74.4	11.1	12.1	64.3	4.6	3.9					71.7	68.4
Level of Service	E	B	B	E	A	A					E	E
Approach Delay (s)		12.1			13.4			0.0			69.9	
Approach LOS		B			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1848	0	0	1130	444	786
Future Volume (vph)	1848	0	0	1130	444	786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.93	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	5036			5036	3179	1400
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	5036			5036	3179	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	2053	0	0	1256	467	827
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2053	0	0	1256	881	413
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	92.2			92.2	53.8	53.8
Effective Green, g (s)	94.2			94.2	55.8	55.8
Actuated g/C Ratio	0.59			0.59	0.35	0.35
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	2964			2964	1108	488
v/s Ratio Prot	c0.41			0.25	0.28	c0.30
v/s Ratio Perm						
v/c Ratio	0.69			0.42	0.80	0.85
Uniform Delay, d1	22.8			18.0	46.9	48.1
Progression Factor	1.15			1.00	1.00	1.00
Incremental Delay, d2	1.2			0.4	3.8	12.3
Delay (s)	27.5			18.5	50.7	60.4
Level of Service	C			B	D	E
Approach Delay (s)	27.5			18.5	53.8	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1338	658	571	2116	62	0	0	0	26	11	83
Future Volume (vph)	111	1338	658	571	2116	62	0	0	0	26	11	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1782	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1782	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	123	1487	693	601	2351	69	0	0	0	29	12	92
RTOR Reduction (vph)	0	0	207	0	0	18	0	0	0	0	0	86
Lane Group Flow (vph)	123	1487	486	601	2351	51	0	0	0	0	41	6
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	15.1	95.8	95.8	35.3	116.0	116.0					8.4	8.4
Effective Green, g (s)	17.1	97.8	97.8	37.3	118.0	118.0					10.4	10.4
Actuated g/C Ratio	0.11	0.61	0.61	0.23	0.74	0.74					0.07	0.07
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	187	3078	940	777	3714	1156					115	101
v/s Ratio Prot	0.07	0.30		c0.18	c0.47							
v/s Ratio Perm			0.32			0.03					0.02	0.00
v/c Ratio	0.66	0.48	0.52	0.77	0.63	0.04					0.36	0.06
Uniform Delay, d1	68.6	17.2	17.7	57.4	10.3	5.7					71.6	70.2
Progression Factor	1.00	1.00	1.00	1.04	0.81	1.34					1.00	1.00
Incremental Delay, d2	6.2	0.5	2.0	3.1	0.6	0.0					0.7	0.1
Delay (s)	74.9	17.7	19.7	62.7	9.0	7.7					72.3	70.3
Level of Service	E	B	B	E	A	A					E	E
Approach Delay (s)		21.4			19.6			0.0			70.9	
Approach LOS		C			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1364	0	0	2240	509	381
Future Volume (vph)	1364	0	0	2240	509	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.97	0.85
Flt Protected	1.00			1.00	0.96	1.00
Satd. Flow (prot)	5036			5036	3285	1400
Flt Permitted	1.00			1.00	0.96	1.00
Satd. Flow (perm)	5036			5036	3285	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1516	0	0	2489	536	401
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1516	0	0	2489	644	293
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	108.6			108.6	37.4	37.4
Effective Green, g (s)	110.6			110.6	39.4	39.4
Actuated g/C Ratio	0.69			0.69	0.25	0.25
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3481			3481	808	344
v/s Ratio Prot	0.30			c0.49	0.20	c0.21
v/s Ratio Perm						
v/c Ratio	0.44			0.72	0.80	0.85
Uniform Delay, d1	10.9			15.1	56.6	57.5
Progression Factor	0.12			1.00	1.00	1.00
Incremental Delay, d2	0.4			1.3	5.1	17.4
Delay (s)	1.6			16.4	61.7	74.9
Level of Service	A			B	E	E
Approach Delay (s)	1.6			16.4	65.8	
Approach LOS	A			B	E	

Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	688	156	148	500	532	167	262	241	1030	521	389
Future Volume (vph)	266	688	156	148	500	532	167	262	241	1030	521	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1719	3471	1553	1736	3471	1538	1649	1715	1553	1564	3213	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1719	3471	1553	1736	3471	1538	1649	1715	1553	1564	3213	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	280	748	170	161	543	560	182	276	262	1084	548	409
RTOR Reduction (vph)	0	0	102	0	0	439	0	0	213	0	0	169
Lane Group Flow (vph)	280	748	68	161	543	121	164	294	49	542	1090	240
Heavy Vehicles (%)	5%	4%	4%	4%	4%	5%	4%	5%	4%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	24.5	38.2	38.2	18.8	32.5	32.5	19.5	19.5	19.5	57.5	57.5	57.5
Effective Green, g (s)	26.5	40.2	40.2	20.8	34.5	34.5	21.5	21.5	21.5	59.5	59.5	59.5
Actuated g/C Ratio	0.17	0.25	0.25	0.13	0.22	0.22	0.13	0.13	0.13	0.37	0.37	0.37
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	284	872	390	225	748	331	221	230	208	581	1194	571
v/s Ratio Prot	c0.16	c0.22		0.09	0.16		0.10	c0.17		c0.35	0.34	
v/s Ratio Perm			0.04			0.08			0.03			0.16
v/c Ratio	0.99	0.86	0.17	0.72	0.73	0.36	0.74	1.28	0.24	0.93	0.91	0.42
Uniform Delay, d1	66.6	57.2	46.9	66.8	58.4	53.4	66.6	69.2	61.9	48.3	47.8	37.4
Progression Factor	0.98	1.26	2.41	1.08	0.78	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	47.0	10.0	0.9	7.5	5.2	2.6	12.0	154.4	0.4	24.0	12.1	2.3
Delay (s)	112.1	82.2	113.8	79.7	50.7	59.8	78.6	223.6	62.3	72.3	59.9	39.7
Level of Service	F	F	F	E	D	E	E	F	E	E	E	D
Approach Delay (s)		93.7			58.4			131.9			59.1	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	76.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1063	197	220	836	43	47
Future Volume (vph)	1063	197	220	836	43	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3471	1553	3367	3471	3367	2733
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3471	1553	3367	3471	3367	2733
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1155	214	239	909	47	51
RTOR Reduction (vph)	0	50	0	0	0	49
Lane Group Flow (vph)	1155	164	239	909	47	2
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	120.5	120.5	15.7	142.2	5.8	5.8
Effective Green, g (s)	122.5	122.5	17.7	144.2	5.8	5.8
Actuated g/C Ratio	0.77	0.77	0.11	0.90	0.04	0.04
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	2657	1189	372	3128	122	99
v/s Ratio Prot	c0.33		c0.07	0.26	c0.01	
v/s Ratio Perm		0.11				0.00
v/c Ratio	0.43	0.14	0.64	0.29	0.39	0.02
Uniform Delay, d1	6.6	4.9	68.1	1.1	75.4	74.4
Progression Factor	1.00	1.00	1.08	0.29	1.00	1.00
Incremental Delay, d2	0.5	0.2	2.1	0.2	0.7	0.0
Delay (s)	7.1	5.2	75.5	0.5	76.1	74.4
Level of Service	A	A	E	A	E	E
Approach Delay (s)	6.8			16.1	75.2	
Approach LOS	A			B	E	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	705	449	105	428	127	281	1005	74	125	1029	286
Future Volume (vph)	420	705	449	105	428	127	281	1005	74	125	1029	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.5	4.0		5.5	5.0		5.5	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	3471	1553	3367	3352		3367	4936		3367	4825	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1736	3471	1553	3367	3352		3367	4936		3367	4825	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	457	766	488	114	465	138	305	1092	80	136	1118	311
RTOR Reduction (vph)	0	0	217	0	18	0	0	5	0	0	30	0
Lane Group Flow (vph)	457	766	271	114	585	0	305	1167	0	136	1399	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	26.1	49.1	49.1	9.8	32.8		17.5	63.3		10.8	56.6	
Effective Green, g (s)	28.1	51.1	51.1	11.8	34.8		19.5	65.3		12.8	58.6	
Actuated g/C Ratio	0.18	0.32	0.32	0.07	0.22		0.12	0.41		0.08	0.37	
Clearance Time (s)	6.5	6.0	6.0	6.5	6.0		7.5	7.0		7.5	7.0	
Vehicle Extension (s)	2.0	2.5	2.5	2.0	2.5		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	304	1108	495	248	729		410	2014		269	1767	
v/s Ratio Prot	c0.26	0.22		0.03	c0.17		c0.09	0.24		0.04	c0.29	
v/s Ratio Perm			0.17									
v/c Ratio	1.50	0.69	0.55	0.46	0.80		0.74	0.58		0.51	0.79	
Uniform Delay, d1	66.0	47.6	44.9	71.0	59.3		67.8	36.7		70.6	45.2	
Progression Factor	1.09	1.28	1.87	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	235.7	0.9	0.5	0.5	6.2		6.3	1.2		0.5	3.7	
Delay (s)	307.4	61.6	84.7	71.5	65.5		74.1	37.9		71.1	49.0	
Level of Service	F	E	F	E	E		E	D		E	D	
Approach Delay (s)		133.8			66.5			45.4			50.9	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	77.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	429	181	147	924	1069	244	481	156	300	235	485
Future Volume (vph)	250	429	181	147	924	1069	244	481	156	300	235	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1719	3471	1553	1736	3471	1538	1649	1716	1553	1564	3237	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1719	3471	1553	1736	3471	1538	1649	1716	1553	1564	3237	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	263	466	197	160	1004	1125	265	506	170	316	247	511
RTOR Reduction (vph)	0	0	128	0	0	241	0	0	83	0	0	302
Lane Group Flow (vph)	263	466	69	160	1004	884	238	533	87	183	380	209
Heavy Vehicles (%)	5%	4%	4%	4%	4%	5%	4%	5%	4%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	24.8	54.0	54.0	19.0	48.2	48.2	39.5	39.5	39.5	21.5	21.5	21.5
Effective Green, g (s)	26.8	56.0	56.0	21.0	50.2	50.2	41.5	41.5	41.5	23.5	23.5	23.5
Actuated g/C Ratio	0.17	0.35	0.35	0.13	0.31	0.31	0.26	0.26	0.26	0.15	0.15	0.15
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	287	1214	543	227	1089	482	427	445	402	229	475	225
v/s Ratio Prot	c0.15	0.13		0.09	0.29		0.14	c0.31		0.12	0.12	
v/s Ratio Perm			0.04			c0.57			0.06			c0.14
v/c Ratio	0.92	0.38	0.13	0.70	0.92	1.83	0.56	1.20	0.22	0.80	0.80	0.93
Uniform Delay, d1	65.5	39.0	35.4	66.5	53.0	54.9	51.3	59.2	46.5	66.0	66.0	67.4
Progression Factor	1.18	0.97	1.33	0.81	1.21	1.58	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.6	0.9	0.5	0.7	1.7	376.2	1.3	109.0	0.2	24.6	13.2	44.0
Delay (s)	107.6	38.7	47.4	54.8	65.8	462.8	52.6	168.2	46.7	90.6	79.2	111.4
Level of Service	F	D	D	D	E	F	D	F	D	F	E	F
Approach Delay (s)		60.1			260.2			117.0			96.5	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	165.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	116.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	787	157	264	1389	110	73
Future Volume (vph)	787	157	264	1389	110	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3471	1553	3367	3471	3367	2733
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3471	1553	3367	3471	3367	2733
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	855	171	287	1510	120	79
RTOR Reduction (vph)	0	47	0	0	0	74
Lane Group Flow (vph)	855	124	287	1510	120	5
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	113.9	113.9	18.0	137.9	10.1	10.1
Effective Green, g (s)	115.9	115.9	20.0	139.9	10.1	10.1
Actuated g/C Ratio	0.72	0.72	0.12	0.87	0.06	0.06
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	2514	1124	420	3034	212	172
v/s Ratio Prot	0.25		c0.09	c0.44	c0.04	
v/s Ratio Perm		0.08				0.00
v/c Ratio	0.34	0.11	0.68	0.50	0.57	0.03
Uniform Delay, d1	8.1	6.6	67.0	2.2	72.8	70.3
Progression Factor	1.00	1.00	0.88	0.54	1.00	1.00
Incremental Delay, d2	0.4	0.2	1.6	0.3	2.1	0.0
Delay (s)	8.4	6.8	60.8	1.5	74.9	70.4
Level of Service	A	A	E	A	E	E
Approach Delay (s)	8.2			10.9	73.1	
Approach LOS	A			B	E	

Intersection Summary			
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	338	160	209	818	93	582	1171	57	107	1173	550
Future Volume (vph)	300	338	160	209	818	93	582	1171	57	107	1173	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.5	4.0		5.5	5.0		5.5	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	3471	1553	3367	3418		3367	4953		3367	4749	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1736	3471	1553	3367	3418		3367	4953		3367	4749	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	326	367	174	227	889	101	633	1273	62	116	1275	598
RTOR Reduction (vph)	0	0	120	0	5	0	0	3	0	0	53	0
Lane Group Flow (vph)	326	367	54	227	985	0	633	1332	0	116	1821	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	23.5	47.4	47.4	15.1	39.0		17.5	60.6		9.9	53.0	
Effective Green, g (s)	25.5	49.4	49.4	17.1	41.0		19.5	62.6		11.9	55.0	
Actuated g/C Ratio	0.16	0.31	0.31	0.11	0.26		0.12	0.39		0.07	0.34	
Clearance Time (s)	6.5	6.0	6.0	6.5	6.0		7.5	7.0		7.5	7.0	
Vehicle Extension (s)	2.0	2.5	2.5	2.0	2.5		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	276	1071	479	359	875		410	1937		250	1632	
v/s Ratio Prot	c0.19	0.11		0.07	c0.29		c0.19	0.27		0.03	c0.38	
v/s Ratio Perm			0.03									
v/c Ratio	1.18	0.34	0.11	0.63	1.13		1.54	0.69		0.46	1.12	
Uniform Delay, d1	67.2	42.7	39.6	68.4	59.5		70.2	40.6		71.0	52.5	
Progression Factor	0.78	0.83	2.18	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	109.9	0.1	0.1	2.7	71.1		256.6	2.0		0.5	61.0	
Delay (s)	162.7	35.7	86.3	71.1	130.6		326.9	42.6		71.5	113.5	
Level of Service	F	D	F	E	F		F	D		E	F	
Approach Delay (s)		93.6			119.5			134.0			111.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	117.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	109.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	822	1819	619	228	858	263	307	809	127	237	1064	559
Future Volume (vph)	822	1819	619	228	858	263	307	809	127	237	1064	559
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	893	1977	673	248	933	286	334	879	138	258	1157	608
RTOR Reduction (vph)	0	0	145	0	0	149	0	0	103	0	0	315
Lane Group Flow (vph)	893	1977	528	248	933	137	334	879	35	258	1157	293
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 9	6 10		5	2		7	4		3	8	
Permitted Phases			6 10			2		4	4		8	8
Actuated Green, G (s)	42.7	75.5	75.5	15.6	41.4	41.4	17.8	43.1	43.1	15.8	42.1	42.1
Effective Green, g (s)	46.7	77.5	77.5	17.6	43.4	43.4	19.8	45.1	45.1	17.8	44.1	44.1
Actuated g/C Ratio	0.26	0.43	0.43	0.10	0.24	0.24	0.11	0.25	0.25	0.10	0.25	0.25
Clearance Time (s)				8.0	7.0	7.0	7.0	7.0	7.0	8.0	7.0	7.0
Vehicle Extension (s)				1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	890	2189	681	335	1226	381	377	1274	396	339	1245	387
v/s Ratio Prot	c0.26	c0.39		0.07	0.18		c0.10	0.17		0.08	c0.23	
v/s Ratio Perm			0.33			0.09			0.02			0.19
v/c Ratio	1.00	0.90	0.78	0.74	0.76	0.36	0.89	0.69	0.09	0.76	0.93	0.76
Uniform Delay, d1	66.7	47.8	43.8	79.0	63.5	56.8	79.0	61.1	51.7	79.0	66.4	63.0
Progression Factor	1.10	0.87	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.6	2.1	2.0	7.5	4.5	2.6	20.7	1.3	0.0	8.8	11.9	7.4
Delay (s)	91.8	43.8	37.2	86.5	68.0	59.4	99.7	62.4	51.7	87.8	78.3	70.3
Level of Service	F	D	D	F	E	E	F	E	D	F	E	E
Approach Delay (s)		54.7			69.4			70.5			77.1	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	65.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Traffic Volume (vph)	2199	881	639	1055	505	1385
Future Volume (vph)	2199	881	639	1055	505	1385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	2.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1538	3335	5085	3335	1538
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1538	3335	5085	3335	1538
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	2390	927	673	1147	532	1458
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2390	927	673	1147	532	1458
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	86.3	180.0	40.4	133.7	33.3	180.0
Effective Green, g (s)	88.3	180.0	42.4	135.7	35.3	180.0
Actuated g/C Ratio	0.49	1.00	0.24	0.75	0.20	1.00
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	2494	1538	785	3833	654	1538
v/s Ratio Prot	0.47		0.20	0.23	0.16	
v/s Ratio Perm		0.60				c0.95
v/c Ratio	0.96	0.60	0.86	0.30	0.81	0.95
Uniform Delay, d1	44.1	0.0	65.9	7.0	69.2	0.0
Progression Factor	1.00	1.00	0.72	0.39	1.00	1.00
Incremental Delay, d2	10.6	1.8	8.0	0.2	7.7	13.5
Delay (s)	54.7	1.8	55.7	2.9	76.9	13.5
Level of Service	D	A	E	A	E	B
Approach Delay (s)	39.9			22.5	30.5	
Approach LOS	D			C	C	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3071	15	16	1526	18	1	0	3	6	0	8
Future Volume (vph)	12	3071	15	16	1526	18	1	0	3	6	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.98	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1770	1583		1684	
Flt Permitted	0.10	1.00	1.00	0.04	1.00	1.00		0.75	1.00		0.93	
Satd. Flow (perm)	192	5085	1583	74	5085	1583		1392	1583		1602	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	3338	16	17	1659	20	1	0	3	7	0	9
RTOR Reduction (vph)	0	0	6	0	0	7	0	0	2	0	12	0
Lane Group Flow (vph)	13	3338	10	17	1659	13	0	1	1	0	4	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	99.0	97.1	97.1	101.0	98.1	98.1		40.0	40.0		40.0	
Effective Green, g (s)	103.0	99.1	99.1	105.0	100.1	100.1		40.0	40.0		40.0	
Actuated g/C Ratio	0.64	0.62	0.62	0.66	0.63	0.63		0.25	0.25		0.25	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	162	3149	980	100	3181	990		348	395		400	
v/s Ratio Prot	0.00	c0.66		c0.01	0.33							
v/s Ratio Perm	0.05		0.01	0.11		0.01		0.00	0.00		c0.00	
v/c Ratio	0.08	1.06	0.01	0.17	0.52	0.01		0.00	0.00		0.01	
Uniform Delay, d1	12.2	30.5	11.7	38.7	16.6	11.3		45.0	45.0		45.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.1	34.8	0.0	0.3	0.6	0.0		0.0	0.0		0.0	
Delay (s)	12.3	65.3	11.7	39.0	17.3	11.3		45.0	45.0		45.1	
Level of Service	B	E	B	D	B	B		D	D		D	
Approach Delay (s)		64.8			17.4			45.0			45.1	
Approach LOS		E			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	3149	421	119	1605	0	89	0	111	0	0	0
Future Volume (vph)	4	3149	421	119	1605	0	89	0	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.5	6.5				
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00				
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	5085	1583	1770	5085		3433	1583				
Flt Permitted	0.12	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)	232	5085	1583	1770	5085		3433	1583				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	3423	458	129	1745	0	97	0	121	0	0	0
RTOR Reduction (vph)	0	0	97	0	0	0	0	65	0	0	0	0
Lane Group Flow (vph)	4	3423	361	129	1745	0	97	56	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	124.5	124.5	124.5	23.5	155.0		11.5	11.5				
Effective Green, g (s)	126.5	126.5	126.5	25.5	157.0		11.5	11.5				
Actuated g/C Ratio	0.70	0.70	0.70	0.14	0.87		0.06	0.06				
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.5	6.5				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	163	3573	1112	250	4435		219	101				
v/s Ratio Prot		c0.67		c0.07	0.34		0.03	c0.04				
v/s Ratio Perm	0.02		0.23									
v/c Ratio	0.02	0.96	0.32	0.52	0.39		0.44	0.56				
Uniform Delay, d1	8.1	24.3	10.3	71.5	2.2		81.2	81.8				
Progression Factor	1.64	1.45	2.99	0.95	0.29		1.00	1.00				
Incremental Delay, d2	0.0	1.0	0.1	0.5	0.2		0.5	3.8				
Delay (s)	13.3	36.2	30.9	68.4	0.8		81.7	85.5				
Level of Service	B	D	C	E	A		F	F				
Approach Delay (s)		35.6			5.5			83.8			0.0	
Approach LOS		D			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	3569	11	7	1687	0	7	0	5	0	0	0
Future Volume (vph)	4	3569	11	7	1687	0	7	0	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	5085	1583	1770	5085		1770	1583				
Flt Permitted	0.10	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)	189	5085	1583	1770	5085		1770	1583				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	3879	12	8	1834	0	8	0	5	0	0	0
RTOR Reduction (vph)	0	0	4	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	4	3879	8	8	1834	0	8	1	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	122.6	122.6	122.6	2.4	132.0		35.0	35.0				
Effective Green, g (s)	124.6	124.6	124.6	4.4	134.0		35.0	35.0				
Actuated g/C Ratio	0.69	0.69	0.69	0.02	0.74		0.19	0.19				
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	130	3519	1095	43	3785		344	307				
v/s Ratio Prot		c0.76		0.00	c0.36		c0.00	0.00				
v/s Ratio Perm	0.02		0.01									
v/c Ratio	0.03	1.10	0.01	0.19	0.48		0.02	0.00				
Uniform Delay, d1	8.7	27.7	8.6	86.0	9.2		58.7	58.4				
Progression Factor	1.89	1.58	1.00	1.21	0.47		1.00	1.00				
Incremental Delay, d2	0.1	47.8	0.0	0.7	0.4		0.1	0.0				
Delay (s)	16.6	91.6	8.6	104.8	4.8		58.8	58.5				
Level of Service	B	F	A	F	A		E	E				
Approach Delay (s)		91.3			5.2			58.7			0.0	
Approach LOS		F			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	63.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	652	1269	209	180	1259	246	566	994	302	333	817	960
Future Volume (vph)	652	1269	209	180	1259	246	566	994	302	333	817	960
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	709	1379	227	196	1368	267	615	1080	328	362	888	1043
RTOR Reduction (vph)	0	0	124	0	0	170	0	0	225	0	0	272
Lane Group Flow (vph)	709	1379	103	196	1368	97	615	1080	103	362	888	771
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 9	6 10		5	2		7	4		3	8	
Permitted Phases			6 10			2		4	4		8	8
Actuated Green, G (s)	31.9	70.4	70.4	12.6	44.1	44.1	16.0	32.0	32.0	15.0	32.0	32.0
Effective Green, g (s)	35.9	72.4	72.4	14.6	46.1	46.1	18.0	34.0	34.0	17.0	34.0	34.0
Actuated g/C Ratio	0.22	0.45	0.45	0.09	0.29	0.29	0.11	0.21	0.21	0.11	0.21	0.21
Clearance Time (s)				8.0	7.0	7.0	7.0	7.0	7.0	8.0	7.0	7.0
Vehicle Extension (s)				1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	770	2300	716	313	1465	456	386	1080	336	364	1080	336
v/s Ratio Prot	c0.21	0.27		0.06	c0.27		c0.18	0.21		0.11	0.17	
v/s Ratio Perm			0.06			0.06			0.06			c0.49
v/c Ratio	0.92	0.60	0.14	0.63	0.93	0.21	1.59	1.00	0.31	0.99	0.82	2.30
Uniform Delay, d1	60.7	32.9	25.6	70.1	55.5	43.2	71.0	63.0	53.1	71.5	60.1	63.0
Progression Factor	1.68	0.38	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.6	0.3	0.1	2.8	12.3	1.1	279.0	27.4	0.2	45.4	4.9	592.4
Delay (s)	114.7	12.8	10.3	72.9	67.7	44.2	350.0	90.4	53.3	116.9	65.0	655.4
Level of Service	F	B	B	E	E	D	F	F	D	F	E	F
Approach Delay (s)		43.8			64.9			163.3			341.7	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	157.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	109.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1291	569	1101	2506	784	676
Future Volume (vph)	1291	569	1101	2506	784	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	2.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1538	3335	5085	3335	1538
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1538	3335	5085	3335	1538
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	1403	599	1159	2724	825	712
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1403	599	1159	2724	825	712
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	55.0	160.0	48.0	110.0	37.0	160.0
Effective Green, g (s)	57.0	160.0	50.0	112.0	39.0	160.0
Actuated g/C Ratio	0.36	1.00	0.31	0.70	0.24	1.00
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	1811	1538	1042	3559	812	1538
v/s Ratio Prot	0.28		c0.35	c0.54	c0.25	
v/s Ratio Perm		0.39				0.46
v/c Ratio	0.77	0.39	1.11	0.77	1.02	0.46
Uniform Delay, d1	45.8	0.0	55.0	15.5	60.5	0.0
Progression Factor	0.62	1.00	1.19	0.79	1.00	1.00
Incremental Delay, d2	2.7	0.6	54.5	0.4	35.6	1.0
Delay (s)	31.0	0.6	120.0	12.7	96.1	1.0
Level of Service	C	A	F	B	F	A
Approach Delay (s)	21.9			44.7	52.1	
Approach LOS	C			D	D	

Intersection Summary			
HCM 2000 Control Delay	40.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1818	18	20	3264	6	19	1	36	6	0	8
Future Volume (vph)	6	1818	18	20	3264	6	19	1	36	6	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.98	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1778	1583		1684	
Flt Permitted	0.04	1.00	1.00	0.06	1.00	1.00		0.80	1.00		0.93	
Satd. Flow (perm)	75	5085	1583	113	5085	1583		1497	1583		1594	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1976	20	22	3548	7	21	1	39	7	0	9
RTOR Reduction (vph)	0	0	8	0	0	3	0	0	29	0	12	0
Lane Group Flow (vph)	7	1976	12	22	3548	4	0	22	10	0	4	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	97.9	97.0	97.0	102.1	99.1	99.1		40.0	40.0		40.0	
Effective Green, g (s)	101.9	99.0	99.0	106.1	101.1	101.1		40.0	40.0		40.0	
Actuated g/C Ratio	0.64	0.62	0.62	0.66	0.63	0.63		0.25	0.25		0.25	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	78	3146	979	126	3213	1000		374	395		398	
v/s Ratio Prot	0.00	0.39		c0.01	c0.70							
v/s Ratio Perm	0.05		0.01	0.11		0.00		c0.01	0.01		0.00	
v/c Ratio	0.09	0.63	0.01	0.17	1.10	0.00		0.06	0.02		0.01	
Uniform Delay, d1	38.9	19.0	11.7	14.4	29.5	10.9		45.7	45.3		45.1	
Progression Factor	1.00	1.00	1.00	0.99	0.86	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.2	1.0	0.0	0.1	50.0	0.0		0.3	0.1		0.0	
Delay (s)	39.1	20.0	11.7	14.4	75.2	10.9		46.0	45.4		45.1	
Level of Service	D	B	B	B	E	B		D	D		D	
Approach Delay (s)		20.0			74.7			45.6			45.1	
Approach LOS		B			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	54.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1890	89	101	2684	0	660	0	240	0	0	0
Future Volume (vph)	0	1890	89	101	2684	0	660	0	240	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0		6.5	6.5				
Lane Util. Factor		0.91	1.00	1.00	0.91		0.97	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		5085	1583	1770	5085		3433	1583				
Flt Permitted		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)		5085	1583	1770	5085		3433	1583				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2054	97	110	2917	0	717	0	261	0	0	0
RTOR Reduction (vph)	0	0	38	0	0	0	0	145	0	0	0	0
Lane Group Flow (vph)	0	2054	59	110	2917	0	717	116	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)		89.6	89.6	13.3	109.9		36.6	36.6				
Effective Green, g (s)		91.6	91.6	15.3	111.9		36.6	36.6				
Actuated g/C Ratio		0.57	0.57	0.10	0.70		0.23	0.23				
Clearance Time (s)		7.0	7.0	7.0	7.0		6.5	6.5				
Vehicle Extension (s)		3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)		2911	906	169	3556		785	362				
v/s Ratio Prot		0.40		0.06	c0.57		c0.21	0.07				
v/s Ratio Perm			0.04									
v/c Ratio		0.71	0.07	0.65	0.82		0.91	0.32				
Uniform Delay, d1		24.5	15.2	69.8	17.0		60.2	51.4				
Progression Factor		1.32	1.44	0.90	1.92		1.00	1.00				
Incremental Delay, d2		1.2	0.1	0.6	0.2		14.7	0.2				
Delay (s)		33.5	21.9	63.7	32.8		74.9	51.5				
Level of Service		C	C	E	C		E	D				
Approach Delay (s)		33.0			34.0			68.6			0.0	
Approach LOS		C			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1896	47	23	3321	0	286	0	83	0	0	0
Future Volume (vph)	24	1896	47	23	3321	0	286	0	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	5085	1583	1770	5085		1770	1583				
Flt Permitted	0.04	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)	73	5085	1583	1770	5085		1770	1583				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	2061	51	25	3610	0	311	0	90	0	0	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	70	0	0	0	0
Lane Group Flow (vph)	26	2061	32	25	3610	0	311	20	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	99.5	99.5	99.5	4.5	111.0		36.0	36.0				
Effective Green, g (s)	101.5	101.5	101.5	6.5	113.0		36.0	36.0				
Actuated g/C Ratio	0.63	0.63	0.63	0.04	0.71		0.22	0.22				
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	46	3225	1004	71	3591		398	356				
v/s Ratio Prot		0.41		0.01	c0.71		c0.18	0.01				
v/s Ratio Perm	0.35		0.02									
v/c Ratio	0.57	0.64	0.03	0.35	1.01		0.78	0.06				
Uniform Delay, d1	16.7	18.0	10.9	74.7	23.5		58.3	48.7				
Progression Factor	0.85	0.38	0.01	0.84	1.07		1.00	1.00				
Incremental Delay, d2	32.4	0.7	0.0	0.6	12.2		14.1	0.3				
Delay (s)	46.5	7.5	0.1	63.6	37.4		72.4	49.0				
Level of Service	D	A	A	E	D		E	D				
Approach Delay (s)		7.8			37.6			67.2			0.0	
Approach LOS		A			D			E			A	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	3735	56	29	1484	37	22	18	40	21	25	94
Future Volume (vph)	183	3735	56	29	1484	37	22	18	40	21	25	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0			7.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90			0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.99	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1656			1665	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.27	1.00			0.93	
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	504	1656			1566	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	4060	61	32	1613	40	24	20	43	23	27	102
RTOR Reduction (vph)	0	0	16	0	0	13	0	39	0	0	50	0
Lane Group Flow (vph)	199	4060	45	32	1613	27	24	24	0	0	102	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4	4		8	8	
Actuated Green, G (s)	24.7	132.0	132.0	11.1	118.4	118.4	15.9	15.9			15.9	
Effective Green, g (s)	26.7	134.0	134.0	13.1	120.4	120.4	15.9	15.9			15.9	
Actuated g/C Ratio	0.15	0.74	0.74	0.07	0.67	0.67	0.09	0.09			0.09	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	2.0			2.0	
Lane Grp Cap (vph)	259	3749	1167	127	3368	1048	44	146			138	
v/s Ratio Prot	0.11	c0.81		0.02	c0.32			0.01				
v/s Ratio Perm			0.03			0.02	0.05				c0.07	
v/c Ratio	0.77	1.08	0.04	0.25	0.48	0.03	0.55	0.16			0.74	
Uniform Delay, d1	73.7	23.0	6.1	78.8	14.5	10.0	78.6	75.9			80.0	
Progression Factor	1.16	0.92	1.72	0.64	0.55	0.00	1.00	1.00			1.00	
Incremental Delay, d2	1.1	37.9	0.0	4.4	0.5	0.0	7.2	0.2			16.2	
Delay (s)	86.4	59.0	10.4	55.1	8.5	0.0	85.8	76.1			96.2	
Level of Service	F	E	B	E	A	A	F	E			F	
Approach Delay (s)		59.5			9.2			78.8			96.2	
Approach LOS		E			A			E			F	

Intersection Summary			
HCM 2000 Control Delay	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	852	1643	35	21	941	638	26	20	21	2310	2	588
Future Volume (vph)	852	1643	35	21	941	638	26	20	21	2310	2	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	5036	1568	1752	5036	1538	1665	1711	1568	3129	1568	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	5036	1568	1752	5036	1538	1665	1711	1568	3129	1568	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	897	1786	38	23	1023	672	28	21	23	2432	2	619
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	22	0	0	0
Lane Group Flow (vph)	897	1786	15	23	1023	672	24	25	1	1629	805	619
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1 9	6		10	2		4	4		3	3	
Permitted Phases			6			Free			4			Free
Actuated Green, G (s)	45.4	67.8	67.8	8.4	23.8	180.0	5.8	5.8	5.8	70.0	70.0	180.0
Effective Green, g (s)	49.4	69.8	69.8	10.4	25.8	180.0	7.8	7.8	7.8	72.0	72.0	180.0
Actuated g/C Ratio	0.27	0.39	0.39	0.06	0.14	1.00	0.04	0.04	0.04	0.40	0.40	1.00
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	915	1952	608	101	721	1538	72	74	67	1251	627	1538
v/s Ratio Prot	c0.27	c0.35		0.01	c0.20		0.01	0.01		c0.52	0.51	
v/s Ratio Perm			0.01			c0.44			0.00			0.40
v/c Ratio	0.98	0.91	0.02	0.23	1.42	0.44	0.33	0.34	0.01	1.30	1.28	0.40
Uniform Delay, d1	64.8	52.3	34.1	81.0	77.1	0.0	83.6	83.6	82.4	54.0	54.0	0.0
Progression Factor	1.36	1.05	1.00	0.67	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.9	5.0	0.0	0.4	195.8	0.8	1.0	1.0	0.0	141.9	139.6	0.8
Delay (s)	106.1	60.1	34.1	54.8	242.1	0.8	84.6	84.6	82.5	195.9	193.6	0.8
Level of Service	F	E	C	D	F	A	F	F	F	F	F	A
Approach Delay (s)		74.9			145.2			83.9			155.7	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	123.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1115	2339	337	111	834	209	270	745	377	270	548	397
Future Volume (vph)	1115	2339	337	111	834	209	270	745	377	270	548	397
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1212	2542	366	121	907	227	293	810	410	293	596	432
RTOR Reduction (vph)	0	0	27	0	0	68	0	0	78	0	0	34
Lane Group Flow (vph)	1212	2542	339	121	907	159	293	810	332	293	596	398
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	49.0	92.1	107.1	9.9	53.0	66.0	15.0	37.0	46.9	13.0	34.5	83.5
Effective Green, g (s)	51.0	94.1	111.1	11.9	55.0	70.0	17.0	39.0	50.9	15.0	36.5	87.5
Actuated g/C Ratio	0.28	0.52	0.62	0.07	0.31	0.39	0.09	0.22	0.28	0.08	0.20	0.49
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	963	2632	1011	224	1538	653	321	759	486	283	710	762
v/s Ratio Prot	c0.36	c0.50	0.03	0.04	0.18	0.02	c0.09	c0.23	0.05	0.09	0.17	0.15
v/s Ratio Perm			0.18			0.08			0.17			0.11
v/c Ratio	1.26	0.97	0.34	0.54	0.59	0.24	0.91	1.07	0.68	1.04	0.84	0.52
Uniform Delay, d1	64.5	41.4	16.6	81.4	52.9	37.1	80.8	70.5	57.4	82.5	68.9	31.8
Progression Factor	1.20	0.90	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	118.9	4.3	0.0	1.4	1.7	0.1	28.5	52.1	3.2	63.0	9.0	0.3
Delay (s)	196.3	41.6	14.4	82.8	54.6	37.2	109.3	122.6	60.5	145.5	77.9	32.1
Level of Service	F	D	B	F	D	D	F	F	E	F	E	C
Approach Delay (s)		84.7			54.2			103.2			77.9	
Approach LOS		F			D			F			E	

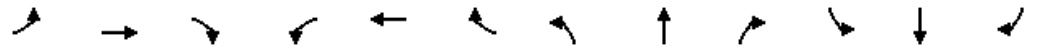
Intersection Summary			
HCM 2000 Control Delay	82.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1168	227	105	975	340	357	815	201	508	594	286
Future Volume (vph)	211	1168	227	105	975	340	357	815	201	508	594	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.5	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	1270	247	114	1060	370	388	886	218	552	646	311
RTOR Reduction (vph)	0	0	166	0	0	258	0	0	45	0	0	42
Lane Group Flow (vph)	229	1270	81	114	1060	112	388	886	173	552	646	269
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.7	50.2	50.2	9.0	46.5	46.5	22.6	46.4	55.4	26.9	50.2	62.9
Effective Green, g (s)	14.7	52.2	52.2	11.0	48.5	48.5	24.6	48.4	59.4	28.9	52.2	66.9
Actuated g/C Ratio	0.09	0.33	0.33	0.07	0.30	0.30	0.15	0.30	0.37	0.18	0.33	0.42
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	312	1642	511	233	1526	475	522	1060	631	614	1143	1240
v/s Ratio Prot	c0.07	c0.25		0.03	0.21		0.11	c0.25	0.02	c0.16	c0.18	0.02
v/s Ratio Perm			0.05			0.07			0.09			0.08
v/c Ratio	0.73	0.77	0.16	0.49	0.69	0.24	0.74	0.84	0.27	0.90	0.57	0.22
Uniform Delay, d1	70.7	48.6	38.3	71.8	49.2	41.8	64.7	52.1	35.2	64.1	44.5	29.8
Progression Factor	1.00	1.00	1.00	1.14	1.45	6.68	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	3.6	0.7	0.5	2.0	0.9	5.0	6.1	0.1	15.6	0.8	0.0
Delay (s)	78.2	52.2	38.9	82.3	73.2	280.4	69.7	58.2	35.3	79.7	45.3	29.8
Level of Service	E	D	D	F	E	F	E	E	D	E	D	C
Approach Delay (s)		53.7			123.5			57.8			54.7	
Approach LOS		D			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	72.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1877	162	325	1182	48	229	87	564	89	40	9
Future Volume (vph)	6	1877	162	325	1182	48	229	87	564	89	40	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.5	6.5	7.0	6.5	7.5	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	3400	5007		1752	1559	1490	3400	1792	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	5036	1568	3400	5007		1752	1559	1490	3400	1792	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2040	176	353	1285	52	249	95	613	97	43	10
RTOR Reduction (vph)	0	0	79	0	2	0	0	59	42	0	5	0
Lane Group Flow (vph)	7	2040	97	353	1335	0	249	300	307	97	48	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	1.3	80.7	80.7	22.7	102.1		20.2	40.1	62.8	9.5	28.4	
Effective Green, g (s)	3.3	82.7	82.7	24.7	104.1		20.2	40.1	62.8	9.5	28.4	
Actuated g/C Ratio	0.02	0.46	0.46	0.14	0.58		0.11	0.22	0.35	0.05	0.16	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.5	6.5	7.0	6.5	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	32	2313	720	466	2895		196	347	519	179	282	
v/s Ratio Prot	0.00	c0.41		c0.10	0.27		c0.14	c0.19	0.07	0.03	0.03	
v/s Ratio Perm			0.06						0.13			
v/c Ratio	0.22	0.88	0.13	0.76	0.46		1.27	0.86	0.59	0.54	0.17	
Uniform Delay, d1	87.1	44.2	28.0	74.8	21.8		79.9	67.3	48.1	83.1	65.6	
Progression Factor	1.00	1.00	1.00	1.36	0.36		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.3	5.3	0.4	2.8	0.2		155.5	18.9	1.2	1.8	0.1	
Delay (s)	88.3	49.5	28.4	104.5	8.1		235.4	86.2	49.3	84.9	65.7	
Level of Service	F	D	C	F	A		F	F	D	F	E	
Approach Delay (s)		48.0			28.3			111.6			78.1	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1921	4	9	1373	38	9	0	28	96	0	57
Future Volume (vph)	27	1921	4	9	1373	38	9	0	28	96	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	6.0		5.5	6.0	6.0		8.0			8.0	8.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (prot)	1752	5034		1752	5036	1568		1637			1752	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.90			0.73	1.00
Satd. Flow (perm)	1752	5034		1752	5036	1568		1490			1348	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	2088	4	10	1492	41	10	0	30	104	0	62
RTOR Reduction (vph)	0	0	0	0	0	11	0	36	0	0	0	55
Lane Group Flow (vph)	29	2092	0	10	1492	30	0	4	0	0	104	7
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases						2	4			8		8
Actuated Green, G (s)	5.1	116.2		2.6	113.7	113.7		17.7			17.7	17.7
Effective Green, g (s)	7.1	118.2		4.6	115.7	115.7		17.7			17.7	17.7
Actuated g/C Ratio	0.04	0.74		0.03	0.72	0.72		0.11			0.11	0.11
Clearance Time (s)	7.5	8.0		7.5	8.0	8.0		8.0			8.0	8.0
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0		3.0			3.0	3.0
Lane Grp Cap (vph)	77	3718		50	3641	1133		164			149	173
v/s Ratio Prot	c0.02	c0.42		0.01	0.30							
v/s Ratio Perm						0.02		0.00			c0.08	0.00
v/c Ratio	0.38	0.56		0.20	0.41	0.03		0.03			0.70	0.04
Uniform Delay, d1	74.3	9.3		75.9	8.7	6.3		63.5			68.6	63.6
Progression Factor	1.13	0.27		1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.8	0.4		0.7	0.3	0.0		0.1			13.3	0.1
Delay (s)	84.7	3.0		76.6	9.1	6.3		63.5			81.9	63.7
Level of Service	F	A		E	A	A		E			F	E
Approach Delay (s)		4.1			9.4			63.5			75.1	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1751	51	17	1347	75	47	0	40	161	0	26
Future Volume (vph)	75	1751	51	17	1347	75	47	0	40	161	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.5	7.0	6.0	6.5	6.5	9.0	9.0		8.5	9.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1568		1752	1568	
Flt Permitted	0.08	1.00	1.00	0.06	1.00	1.00	0.64	1.00		0.73	1.00	
Satd. Flow (perm)	148	5036	1568	110	5036	1568	1180	1568		1345	1568	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	1903	55	18	1464	82	51	0	43	175	0	28
RTOR Reduction (vph)	0	0	24	0	0	41	0	32	0	0	22	0
Lane Group Flow (vph)	82	1903	31	18	1464	41	51	11	0	175	6	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	77.4	69.5	86.1	68.4	65.0	76.5	58.2	41.6		47.5	36.0	
Effective Green, g (s)	81.4	71.5	90.1	72.4	67.0	80.5	58.2	41.6		47.5	36.0	
Actuated g/C Ratio	0.51	0.45	0.56	0.45	0.42	0.50	0.36	0.26		0.30	0.22	
Clearance Time (s)	8.0	8.5	9.0	8.0	8.5	8.5	9.0	9.0		8.5	9.0	
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	174	2250	882	105	2108	852	488	407		428	352	
v/s Ratio Prot	c0.03	c0.38	0.00	0.01	0.29	0.00	0.01	0.01		c0.03	0.00	
v/s Ratio Perm	0.21		0.02	0.07		0.02	c0.03			c0.09		
v/c Ratio	0.47	0.85	0.04	0.17	0.69	0.05	0.10	0.03		0.41	0.02	
Uniform Delay, d1	26.2	39.3	15.6	30.9	38.1	20.2	33.5	44.1		43.9	48.2	
Progression Factor	1.74	0.48	0.00	0.94	0.76	0.30	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	2.7	0.0	0.3	1.8	0.0	0.0	0.1		0.2	0.0	
Delay (s)	46.1	21.5	0.0	29.2	30.8	6.2	33.5	44.2		44.2	48.3	
Level of Service	D	C	A	C	C	A	C	D		D	D	
Approach Delay (s)		21.9			29.5			38.4			44.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	3690	15	35	1463	3	26	2	62	39	0	61
Future Volume (vph)	91	3690	15	35	1463	3	26	2	62	39	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			6.5	6.5		6.5	6.5
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.95	1.00
Satd. Flow (prot)	1752	5033		1752	5034			1762	1568		1752	1568
Flt Permitted	0.95	1.00		0.95	1.00			0.71	1.00		0.74	1.00
Satd. Flow (perm)	1752	5033		1752	5034			1309	1568		1361	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	4011	16	38	1590	3	28	2	67	42	0	66
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	63	0	0	62
Lane Group Flow (vph)	99	4027	0	38	1593	0	0	30	4	0	42	4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	14.5	141.9		7.4	134.8			10.2	10.2		10.2	10.2
Effective Green, g (s)	16.5	143.9		9.4	136.8			10.2	10.2		10.2	10.2
Actuated g/C Ratio	0.09	0.80		0.05	0.76			0.06	0.06		0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0			6.5	6.5		6.5	6.5
Vehicle Extension (s)	2.0	4.0		2.0	4.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	160	4023		91	3825			74	88		77	88
v/s Ratio Prot	c0.06	c0.80		0.02	0.32							
v/s Ratio Perm								0.02	0.00		c0.03	0.00
v/c Ratio	0.62	1.00		0.42	0.42			0.41	0.04		0.55	0.04
Uniform Delay, d1	78.7	18.0		82.6	7.6			82.0	80.3		82.6	80.3
Progression Factor	1.22	1.12		1.20	1.60			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	4.5		0.9	0.3			1.3	0.1		4.2	0.1
Delay (s)	96.9	24.6		100.2	12.4			83.3	80.4		86.8	80.4
Level of Service	F	C		F	B			F	F		F	F
Approach Delay (s)		26.3			14.4			81.3			82.9	
Approach LOS		C			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	2295	32	14	2816	30	44	26	30	56	14	180
Future Volume (vph)	100	2295	32	14	2816	30	44	26	30	56	14	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0			7.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92			0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.99	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1695			1647	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.32	1.00			0.91	
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	589	1695			1507	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	2495	35	15	3061	33	48	28	33	61	15	196
RTOR Reduction (vph)	0	0	12	0	0	12	0	28	0	0	63	0
Lane Group Flow (vph)	109	2495	23	15	3061	21	48	33	0	0	209	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4	4		8	8	
Actuated Green, G (s)	15.2	110.1	110.1	11.0	105.9	105.9	27.9	27.9			27.9	
Effective Green, g (s)	17.2	112.1	112.1	13.0	107.9	107.9	27.9	27.9			27.9	
Actuated g/C Ratio	0.10	0.66	0.66	0.08	0.63	0.63	0.16	0.16			0.16	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	2.0			2.0	
Lane Grp Cap (vph)	177	3320	1033	133	3196	995	96	278			247	
v/s Ratio Prot	0.06	c0.50		0.01	c0.61			0.02				
v/s Ratio Perm			0.01			0.01	0.08				c0.14	
v/c Ratio	0.62	0.75	0.02	0.11	0.96	0.02	0.50	0.12			0.85	
Uniform Delay, d1	73.2	19.5	10.0	73.1	28.9	11.5	64.7	60.6			69.0	
Progression Factor	0.93	1.05	1.00	0.87	0.58	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.6	0.9	0.0	1.0	5.6	0.0	1.5	0.1			21.9	
Delay (s)	70.4	21.5	10.0	64.3	22.4	11.5	66.2	60.7			90.8	
Level of Service	E	C	B	E	C	B	E	E			F	
Approach Delay (s)		23.4			22.5			63.1			90.8	
Approach LOS		C			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	793	1420	67	44	1443	1553	40	54	40	967	6	667
Future Volume (vph)	793	1420	67	44	1443	1553	40	54	40	967	6	667
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	5036	1568	1752	5036	1538	1665	1747	1568	3129	1570	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	5036	1568	1752	5036	1538	1665	1747	1568	3129	1570	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	835	1543	73	48	1568	1635	43	57	43	1018	6	702
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	40	0	0	0
Lane Group Flow (vph)	835	1543	43	48	1568	1635	39	61	3	682	342	702
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	3%	3%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			Free			4			Free
Actuated Green, G (s)	17.7	98.9	98.9	8.8	89.0	170.0	8.3	8.3	8.3	27.0	27.0	170.0
Effective Green, g (s)	19.7	100.9	100.9	10.8	91.0	170.0	10.3	10.3	10.3	29.0	29.0	170.0
Actuated g/C Ratio	0.12	0.59	0.59	0.06	0.54	1.00	0.06	0.06	0.06	0.17	0.17	1.00
Clearance Time (s)	7.0	7.0	7.0	6.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	3.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	386	2989	930	111	2695	1538	100	105	95	533	267	1538
v/s Ratio Prot	c0.25	0.31		0.03	0.31		0.02	0.03		c0.22	0.22	
v/s Ratio Perm			0.03			c1.06			0.00			0.46
v/c Ratio	2.16	0.52	0.05	0.43	0.58	1.06	0.39	0.58	0.03	1.28	1.28	0.46
Uniform Delay, d1	75.2	20.2	14.4	76.6	26.7	85.0	76.8	77.7	75.1	70.5	70.5	0.0
Progression Factor	1.25	0.50	0.00	1.04	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	528.8	0.4	0.1	1.0	0.3	34.4	0.9	5.2	0.0	139.7	152.0	1.0
Delay (s)	622.9	10.6	0.1	80.4	20.6	119.4	77.7	82.9	75.2	210.2	222.5	1.0
Level of Service	F	B	A	F	C	F	E	F	E	F	F	A
Approach Delay (s)		218.9			71.1			79.2			127.5	
Approach LOS		F			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	132.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	1589	373	302	1965	189	242	580	248	148	725	568
Future Volume (vph)	385	1589	373	302	1965	189	242	580	248	148	725	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	418	1727	405	328	2136	205	263	630	270	161	788	617
RTOR Reduction (vph)	0	0	34	0	0	34	0	0	46	0	0	48
Lane Group Flow (vph)	418	1727	371	328	2136	171	263	630	224	161	788	569
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	19.0	73.9	88.5	20.1	75.0	87.2	14.6	35.8	55.9	12.2	32.9	51.9
Effective Green, g (s)	21.0	75.9	92.5	22.1	77.0	91.2	16.6	37.8	59.9	14.2	34.9	55.9
Actuated g/C Ratio	0.12	0.45	0.54	0.13	0.45	0.54	0.10	0.22	0.35	0.08	0.21	0.33
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	420	2248	899	442	2281	887	332	779	598	284	719	515
v/s Ratio Prot	0.12	0.34	0.04	0.10	c0.42	0.02	c0.08	0.18	0.05	0.05	0.22	c0.14
v/s Ratio Perm			0.20			0.09			0.09			0.23
v/c Ratio	1.00	0.77	0.41	0.74	0.94	0.19	0.79	0.81	0.37	0.57	1.10	1.11
Uniform Delay, d1	74.5	39.6	22.8	71.2	44.2	20.4	75.0	62.7	41.1	74.9	67.5	57.0
Progression Factor	1.32	0.58	0.16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.5	2.0	0.1	5.8	8.9	0.0	11.4	8.9	0.1	1.5	62.8	71.7
Delay (s)	136.1	24.9	3.7	77.0	53.0	20.4	86.4	71.5	41.2	76.5	130.4	128.8
Level of Service	F	C	A	E	D	C	F	E	D	E	F	F
Approach Delay (s)		39.8			53.5			67.9			124.2	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	65.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	1136	396	295	1144	490	345	710	210	479	835	415
Future Volume (vph)	440	1136	396	295	1144	490	345	710	210	479	835	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.5	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	478	1235	430	321	1243	533	375	772	228	521	908	451
RTOR Reduction (vph)	0	0	208	0	0	209	0	0	43	0	0	40
Lane Group Flow (vph)	478	1235	222	321	1243	324	375	772	185	521	908	411
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	23.3	53.8	53.8	19.8	50.3	50.3	21.8	42.7	62.5	26.2	46.6	69.9
Effective Green, g (s)	25.3	55.8	55.8	21.8	52.3	52.3	23.8	44.7	66.5	28.2	48.6	73.9
Actuated g/C Ratio	0.15	0.33	0.33	0.13	0.31	0.31	0.14	0.26	0.39	0.17	0.29	0.43
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	506	1652	514	436	1549	482	476	921	659	564	1002	1280
v/s Ratio Prot	c0.14	c0.25		0.09	c0.25		0.11	0.22	0.04	c0.15	c0.26	0.05
v/s Ratio Perm			0.14			0.21			0.08			0.10
v/c Ratio	0.94	0.75	0.43	0.74	0.80	0.67	0.79	0.84	0.28	0.92	0.91	0.32
Uniform Delay, d1	71.7	50.8	44.7	71.3	54.1	51.4	70.7	59.2	35.4	69.8	58.5	31.6
Progression Factor	1.00	1.00	1.00	1.16	1.32	1.89	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.3	3.1	2.6	3.2	2.6	4.3	7.8	7.0	0.1	20.7	11.7	0.1
Delay (s)	98.0	54.0	47.4	86.2	74.3	101.2	78.4	66.3	35.5	90.5	70.2	31.6
Level of Service	F	D	D	F	E	F	E	E	D	F	E	C
Approach Delay (s)		62.5			82.9			64.5			66.6	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	69.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1544	276	449	1639	62	319	84	573	163	91	37
Future Volume (vph)	31	1544	276	449	1639	62	319	84	573	163	91	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.5	6.5	7.0	6.5	7.5	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	3400	5009		1752	1555	1490	3400	1765	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	5036	1568	3400	5009		1752	1555	1490	3400	1765	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	1678	300	488	1782	67	347	91	623	177	99	40
RTOR Reduction (vph)	0	0	162	0	2	0	0	72	41	0	10	0
Lane Group Flow (vph)	34	1678	138	488	1847	0	347	293	308	177	129	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	6.8	64.6	64.6	27.9	85.7		26.5	37.4	65.3	13.1	23.0	
Effective Green, g (s)	8.8	66.6	66.6	29.9	87.7		26.5	37.4	65.3	13.1	23.0	
Actuated g/C Ratio	0.05	0.39	0.39	0.18	0.52		0.16	0.22	0.38	0.08	0.14	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.5	6.5	7.0	6.5	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	90	1972	614	598	2584		273	342	572	262	238	
v/s Ratio Prot	0.02	c0.33		c0.14	0.37		c0.20	c0.19	0.09	0.05	0.07	
v/s Ratio Perm			0.09						0.12			
v/c Ratio	0.38	0.85	0.23	0.82	0.71		1.27	0.86	0.54	0.68	0.54	
Uniform Delay, d1	78.0	47.2	34.5	67.4	31.6		71.8	63.7	40.6	76.4	68.6	
Progression Factor	1.34	0.88	1.34	1.29	0.86		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	4.4	0.8	6.9	1.5		147.5	18.0	0.5	5.3	1.4	
Delay (s)	105.6	46.1	47.0	93.9	28.7		219.3	81.8	41.1	81.7	70.0	
Level of Service	F	D	D	F	C		F	F	D	F	E	
Approach Delay (s)		47.2			42.3			113.4			76.5	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	59.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	1802	13	20	1923	52	6	0	7	42	0	40
Future Volume (vph)	76	1802	13	20	1923	52	6	0	7	42	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	6.0		5.5	6.0	6.0		8.0			8.0	8.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98			0.95	1.00
Satd. Flow (prot)	1752	5031		1752	5036	1568		1673			1752	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.83			0.75	1.00
Satd. Flow (perm)	1752	5031		1752	5036	1568		1418			1379	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	83	1959	14	22	2090	57	7	0	8	46	0	43
RTOR Reduction (vph)	0	0	0	0	0	15	0	14	0	0	0	41
Lane Group Flow (vph)	83	1973	0	22	2090	42	0	1	0	0	46	2
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases						2	4			8		8
Actuated Green, G (s)	12.6	132.0		4.7	124.1	124.1		9.8			9.8	9.8
Effective Green, g (s)	14.6	134.0		6.7	126.1	126.1		9.8			9.8	9.8
Actuated g/C Ratio	0.09	0.79		0.04	0.74	0.74		0.06			0.06	0.06
Clearance Time (s)	7.5	8.0		7.5	8.0	8.0		8.0			8.0	8.0
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0		3.0			3.0	3.0
Lane Grp Cap (vph)	150	3965		69	3735	1163		81			79	90
v/s Ratio Prot	c0.05	0.39		0.01	c0.42							
v/s Ratio Perm						0.03		0.00			c0.03	0.00
v/c Ratio	0.55	0.50		0.32	0.56	0.04		0.01			0.58	0.03
Uniform Delay, d1	74.6	6.3		79.4	9.7	5.8		75.5			78.1	75.6
Progression Factor	0.75	0.93		1.28	1.69	3.30		1.00			1.00	1.00
Incremental Delay, d2	1.8	0.3		0.6	0.4	0.0		0.1			10.5	0.1
Delay (s)	57.6	6.2		102.0	16.8	19.3		75.6			88.6	75.7
Level of Service	E	A		F	B	B		E			F	E
Approach Delay (s)		8.3			17.7			75.6			82.4	
Approach LOS		A			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1761	31	10	1898	61	17	1	18	112	1	14
Future Volume (vph)	33	1761	31	10	1898	61	17	1	18	112	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.5	7.0	6.0	6.5	6.5	9.0	9.0		8.5	9.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1581		1752	1585	
Flt Permitted	0.05	1.00	1.00	0.05	1.00	1.00	0.65	1.00		0.74	1.00	
Satd. Flow (perm)	88	5036	1568	91	5036	1568	1191	1581		1372	1585	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	1914	34	11	2063	66	18	1	20	122	1	15
RTOR Reduction (vph)	0	0	14	0	0	30	0	15	0	0	12	0
Lane Group Flow (vph)	36	1914	20	11	2063	36	18	6	0	122	4	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	86.8	81.7	96.9	81.0	78.8	88.8	57.3	42.1		46.4	36.4	
Effective Green, g (s)	90.8	83.7	100.9	85.0	80.8	92.8	57.3	42.1		46.4	36.4	
Actuated g/C Ratio	0.53	0.49	0.59	0.50	0.48	0.55	0.34	0.25		0.27	0.21	
Clearance Time (s)	8.0	8.5	9.0	8.0	8.5	8.5	9.0	9.0		8.5	9.0	
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	116	2479	930	86	2393	915	451	391		396	339	
v/s Ratio Prot	c0.01	c0.38	0.00	0.00	c0.41	0.00	0.00	0.00		c0.02	0.00	
v/s Ratio Perm	0.15		0.01	0.06		0.02	c0.01			c0.07		
v/c Ratio	0.31	0.77	0.02	0.13	0.86	0.04	0.04	0.02		0.31	0.01	
Uniform Delay, d1	31.1	35.3	14.2	27.9	39.6	17.9	37.8	48.3		48.3	52.6	
Progression Factor	1.43	0.32	1.00	0.11	0.64	1.38	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	1.6	0.0	0.2	3.8	0.0	0.0	0.1		0.2	0.0	
Delay (s)	44.7	12.8	14.2	3.2	29.0	24.8	37.9	48.4		48.5	52.6	
Level of Service	D	B	B	A	C	C	D	D		D	D	
Approach Delay (s)		13.4			28.8			43.5			48.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	2224	38	52	2723	0	10	0	50	73	0	127
Future Volume (vph)	119	2224	38	52	2723	0	10	0	50	73	0	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			6.5	6.5		6.5	6.5
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1752	5023		1752	5036			1752	1568		1752	1568
Flt Permitted	0.95	1.00		0.95	1.00			0.67	1.00		0.75	1.00
Satd. Flow (perm)	1752	5023		1752	5036			1242	1568		1384	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	129	2417	41	57	2960	0	11	0	54	79	0	138
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	49	0	0	126
Lane Group Flow (vph)	129	2458	0	57	2960	0	0	11	5	0	79	12
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	16.8	126.5		8.8	118.5			14.2	14.2		14.2	14.2
Effective Green, g (s)	18.8	128.5		10.8	120.5			14.2	14.2		14.2	14.2
Actuated g/C Ratio	0.11	0.76		0.06	0.71			0.08	0.08		0.08	0.08
Clearance Time (s)	7.0	7.0		7.0	7.0			6.5	6.5		6.5	6.5
Vehicle Extension (s)	2.0	4.0		2.0	4.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	193	3796		111	3569			103	130		115	130
v/s Ratio Prot	c0.07	0.49		0.03	c0.59							
v/s Ratio Perm								0.01	0.00		c0.06	0.01
v/c Ratio	0.67	0.65		0.51	0.83			0.11	0.03		0.69	0.09
Uniform Delay, d1	72.6	9.9		77.1	17.5			72.0	71.6		75.7	71.9
Progression Factor	1.24	0.15		1.29	0.99			1.00	1.00		1.00	1.00
Incremental Delay, d2	4.4	0.6		0.6	0.8			0.2	0.0		12.7	0.1
Delay (s)	94.3	2.1		100.4	18.1			72.2	71.6		88.5	72.0
Level of Service	F	A		F	B			E	E		F	E
Approach Delay (s)		6.7			19.7			71.7			78.0	
Approach LOS		A			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

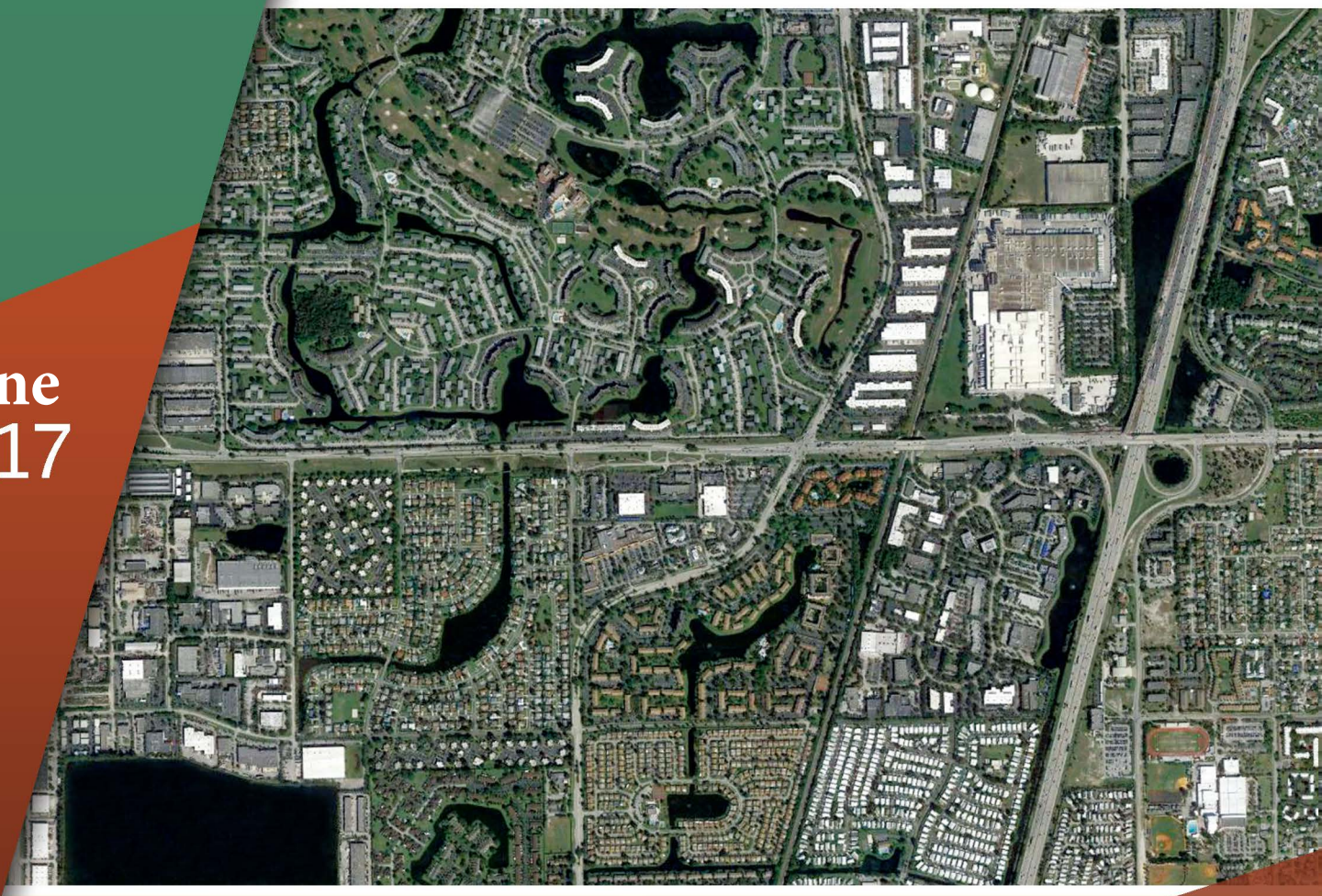
c Critical Lane Group

Appendix C

VISSIM Calibration Report

DRAFT

SW 10th Street PD&E
VISSIM Model Calibration
Florida's Turnpike to I-95



June
2017

VISSIM Model Calibration

SW 10th Street PD&E Study

(From Florida's Turnpike to I-95)

Broward County

FPN 43989-1

June 2017

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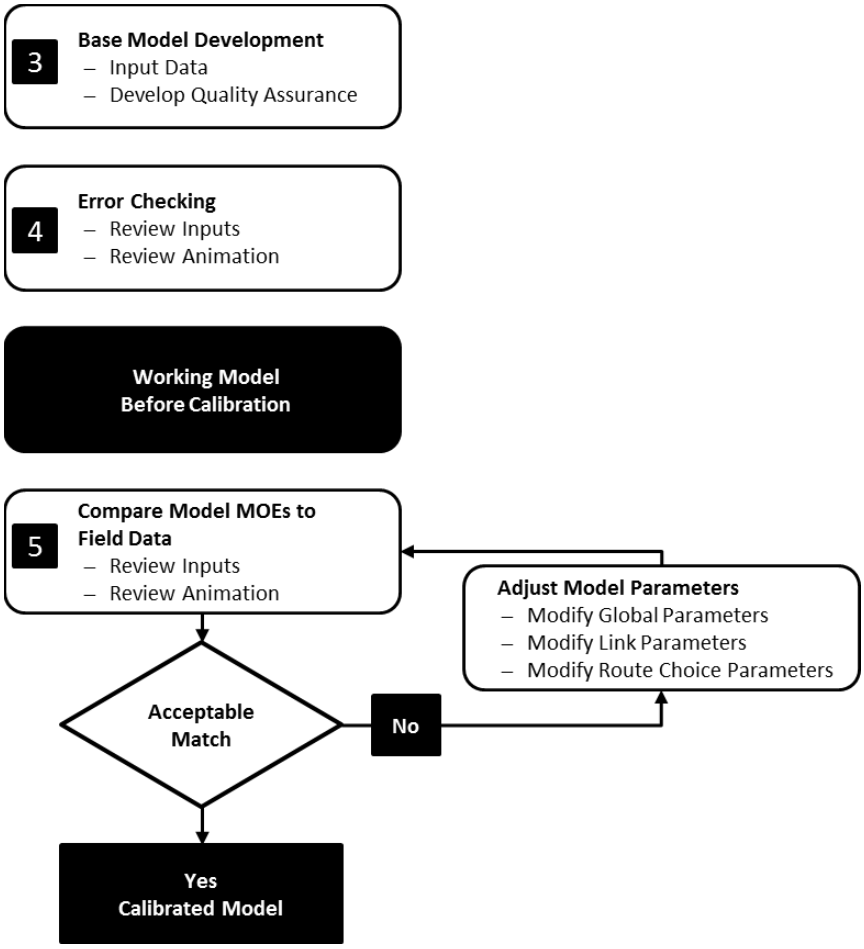
Appendices

Appendix A Demand Matrix
Appendix B Existing AM and PM VISSIM Models

The purpose of this report is to document the VISSIM (Version 8, Service Pack 09) microsimulation model development and calibration effort for the existing 2016 AM and PM peak period conditions for the SW 10th Street project.

The VISSIM model was developed and calibrated following guidelines in the Florida Department of Transportation (FDOT) *Traffic Analysis Handbook: A Reference for Planning and Operations*. **Figure 1** shows the model calibration process. Model calibration is achieved by iteratively changing model parameters to replicate the traffic patterns, congestion, bottlenecks, and driver behavior observed within the study area.

Figure 1
VISSIM Microsimulation Calibration Process

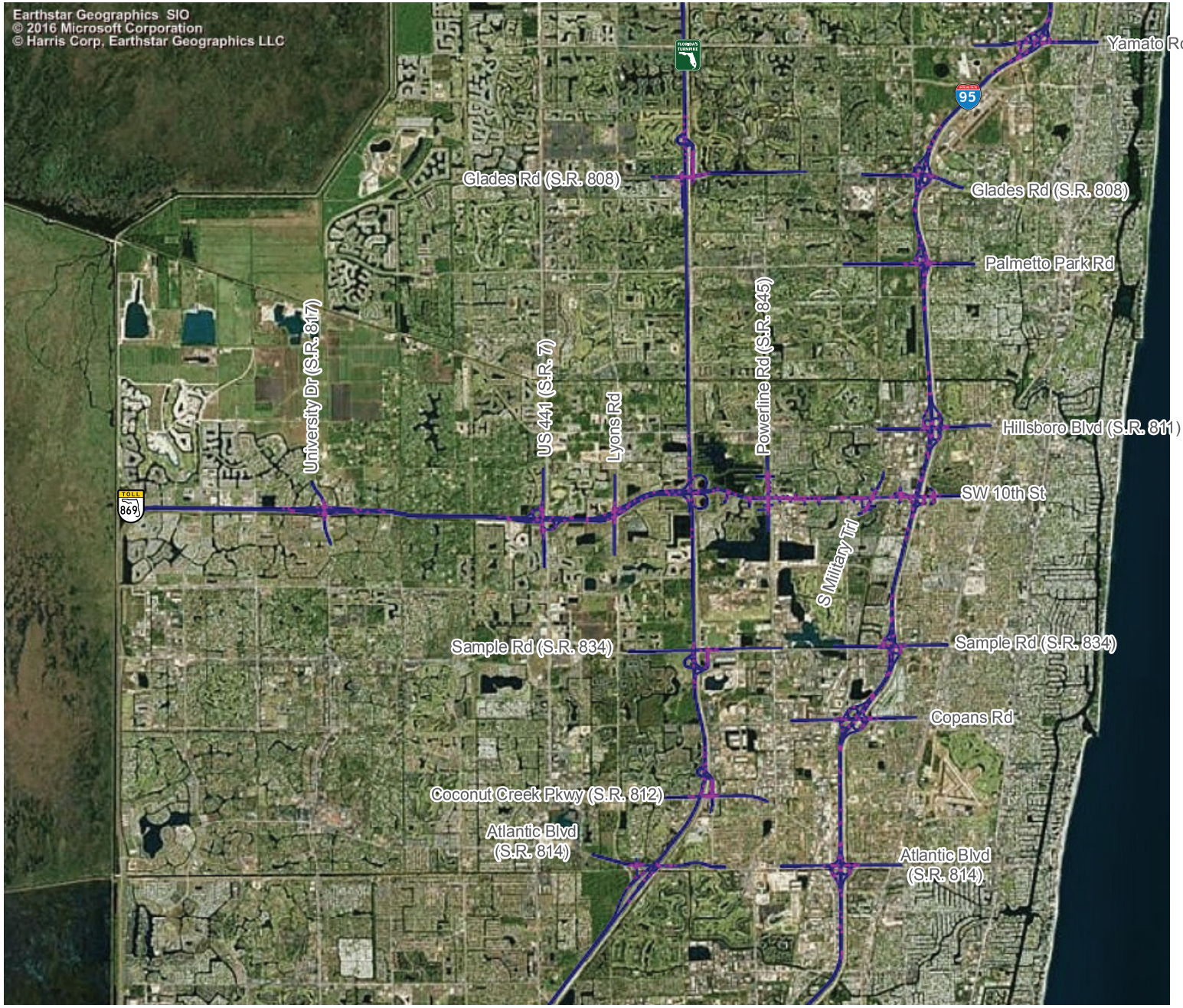


Once the model was calibrated, the measures of effectiveness (MOEs) were produced and compared with the field-collected data to validate the calibration effort. When validation is performed and the model produces operations that reasonably represent the existing conditions, the future build alternatives model will be created to assess the effects of extending the Sawgrass Expressway east to I-95 and adding express lanes and corresponding connections, and to provide speed comparisons between the general-use and tolled express lanes using future traffic forecasts.

The Existing VISSIM network was developed by merging together previously developed VISSIM models for the Sawgrass Expressway and Interstate 95 (I-95). The SW 10th Street portion of the study area was then developed and added to the model using 2016 aerial photography. Roadway dimensions and features were extracted from the aerial photographs and verified by field review. It was an objective of the project team to include the extent of the real-world queues within the modeled network. Therefore, the modeled limits of the arterials extended a minimum of 0.5 mile outside of the capital construction project limits.

VISUM (version 14), a travel demand modeling software compatible with VISSIM, was used to transfer and refine Origin-Destination (O-D) information from the Cube model into the VISSIM model. Bluetooth data was used as a check to validate the AM and PM Peak O-D matrices estimated by the Cube model for the existing conditions. The resulting CUBE O-D Matrices were then exported into VISUM and served as seed matrices for the Origin-Destination Matrix Estimation (ODME) process that merges control count data with the O-D trip pattern data. The ODME was performed using VISUM's T-Flow Fuzzy function to modify the 3-Hour peak period O-Ds to single peak hour O-D matrices that correspond to the previously developed balanced flow volume diagrams for the ramp to ramp freeway matrices. Following the T-Flow Fuzzy O-D matrix estimation process, the static routes were imported into the VISSIM model from VISUM. The final demand matrix produced by VISUM is provided in **Appendix A**. The modeled network limits are in accordance with the FDOT's *Traffic Analysis Handbook*. The entire VISSIM study network is shown on **Figure 2**.

Not to Scale



FLORIDA'S TURNPIKE	SW 10th Street PD&E Study VISSIM Calibration Report	VISSIM Model Study Area	**Figure 2**

The morning and evening peak periods in the study area are from 6:30 AM to 9:30 AM and 4:00 PM to 7:00 PM, and the AM and PM peak hours are from 7:30 AM to 8:30 AM and from 5:00 PM to 6:00 PM, respectively. For this project, it was identified that a peak period VISSIM model that depicted buildup and dissipation of congestion in the study area corridor should be developed. Therefore, one hour prior to the peak hour and one hour after the peak hour were included in the VISSIM models. In addition to the peak hour and two shoulder hours, a 30-minute seeding time was included to load the network with traffic to reach equilibrium between the number of vehicles entering and exiting the network. Therefore, the entire simulation periods were defined as 6:00 AM to 9:30 AM and 3:30 PM to 7:00 PM.

The input volumes in the VISSIM model were entered in 15-minute intervals during the entire simulation. **Table 1** summarizes the loading factors used to convert the balanced 2016 peak hour volumes into pre-peak hour and post-peak hour volumes. These factors were developed based on time-slicing factors derived from the hourly traffic volume distribution recorded in the field.

Table 1
Hourly Volume Conversion Factor

	Simulation Time (Seconds)	AM Condition		PM Condition	
		15 minutes	Hourly	15 minutes	Hourly
Seed Time	0 - 900	9.38%	22.07%	22.08%	45.34%
	900 - 1800	12.69%		23.26%	
Pre Peak Hour	1800 - 2700	16.57%	81.55%	22.37%	92.31%
	2700 - 3600	19.38%		22.92%	
	3600 - 4500	21.29%		23.20%	
	4500 - 5400	24.31%		23.82%	
Peak Hour	5400 - 6300	25.50%	100.00%	24.25%	100.00%
	6300 - 7200	25.32%		25.20%	
	7200 - 8100	24.74%		25.39%	
	8100 - 9000	24.44%		25.17%	
Post Peak Hour	9000 - 9900	23.60%	87.19%	24.44%	92.82%
	9900 - 10800	22.38%		24.07%	
	10800 - 11700	20.74%		22.83%	
	11700 - 12600	20.47%		21.48%	

Existing traffic operations, including volumes, speeds, queues, bottlenecks, and driver behavior are needed to calibrate a microsimulation model. Field observations were made on October 18 through October 20, 2016, to document traffic bottlenecks and congested areas on the mainline, and queuing on the arterials. The field observations and queues are documented in the report titled *SW 10th Street PD&E Project Traffic Forecast Memorandum*. The following is a summary of observations:

- On a day-to-day basis, the beginning and ending times of the worst congestion and queuing vary.
- During the AM peak period, the heaviest congestion, with frequent stop-and-go conditions, was observed in both the northbound and the southbound directions on I-95.
- During the PM peak period, significant congestion, with frequent stop-and-go conditions, was observed in both the northbound and the southbound directions on I-95.
- The traffic operations on Florida's Turnpike were significantly better than I-95 at the same cross streets. Crashes and incidents during peak periods compounded congestion severity and increased the extent and duration of traffic queues.
- For the most part, Sawgrass Expressway traffic operations were stable, with the majority of vehicles traveling faster than the posted speed limit and no significant queueing observed.
- Crashes during peak periods compounded congestion severity and increased the extent and duration of traffic queues.

Two sets of data were used to document field speeds:

- HERE data
- Field-collected GPS data

Morning and evening peak period speed data provided by HERE, Inc. were obtained along the study area roadways. The GPS data were collected by project staff between October 18 and October 20, 2016. The speeds are documented in the report titled *SW 10th Street PD&E Project Traffic Forecast Memorandum*.

Calibration criteria were defined to make sure that the model accurately reflects existing traffic conditions. Calibration targets were established based on vehicle flow, average speeds, and queues. The calibration targets adopted for this project are shown in **Table 2** per the FDOT *Traffic Analysis Handbook*.

Table 2
Model Calibration Targets

Calibration item	Calibration Target/Goal
Capacity	Simulated capacity to be within 10% of the field measurements.
Traffic Volume	Simulated and measured link volumes for more than 85% of links to be: ▪ Within 100 vph for volumes less than 700 vph ▪ Within 15% for volumes between 700 vph and 2700 vph ▪ Within 400 vph for volumes greater than 2700 vph.
	Simulated and measured link volumes for more than 85% of links to have a GEH* statistic value of five (5) or lower.
	Sum of link volumes within calibration area to be within 5%.
	Sum of link volumes to have a GEH* statistic value of 5 or lower.
Travel Time (includes Transit)	Simulated travel time within ±1 minute for routes with observed travel times less than seven (7) minutes for the routes identified in the data collection plan.
	Simulated travel time within ±15% for routes with observed travel times greater than seven (7) minutes for the routes identified in the data collection plan.
Speed	Modeled average link speeds to be within the ±10 mph of field-measured speeds on at least 85% of the network links.
Intersection Delay	Simulated and field-measured link delay times to be within 15% for more than 85% of cases.
Queue Length	Difference between simulated and observed queue lengths to be within 20%.
Visualization	Check consistency with field conditions of the following: on-ramp and off-ramp queuing; weaving maneuvers; patterns and extent of queue at intersection and congested links; lane utilization/choice; locations of bottlenecks; etc.
	Verify there are no unrealistic U-turns or vehicles exiting and reentering the network.

*The GEH is computed as follows: $GEH = \sqrt{\frac{(Model\ Volume - Field\ Count)^2}{(Model\ Volume + Field\ Count)/2}}$

Due to the stochastic nature of microsimulation models, it is necessary to take an average of multiple runs with different random seed numbers to provide statistically meaningful results. The computation of the minimum number of runs needed is based on the guidelines provided in the Federal Highway Administration's (FHWA's) *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software*. The number of repetitions needed is estimated in an iterative process. A preliminary set of repetitions is usually needed to make the first estimate of the average and standard deviation for the results. The first estimate of the average and standard deviation are then used to estimate the number of repetitions needed to make statistical conclusions.

To identify the minimum number of runs needed, the VISSIM network-wide average speed was used for variation comparison. Initially, three VISSIM model runs were performed using seed numbers 10, 30, and 45. Based on the network-wide average speed produced, a standard deviation was calculated, and a desired confidence interval of +/- 0.6 mph was assumed for both the AM model and the PM model. Then, iterations were performed using the Student t-statistic for a 95 percent confidence level until convergence for the number of runs needed was achieved.

Tables 3 and **4** show the iteration results for Existing 2016 AM and PM VISSIM models, respectively. The iteration process indicates that the AM and PM VISSIM models needed a minimum of nine model runs. To be conservative, 10 VISSIM model runs were performed for each peak period model using random seeds starting from 10, with increments of 5 (i.e., seed numbers 10, 15, 20, 25, 30, 35, 40, 45, 50, and 55).

Table 3
Number of Runs Needed – Existing 2016 AM VISSIM Model

Network-wide Average Speed (Initial VISSIM Runs) (mph)			Standard Deviation	Desired Confidence Interval +/- mph	Iteration (95%)	
Seed Number 10	Seed Number 30	Seed Number 45			Student t-statistic	Number of Runs Needed
47.57	47.91	47.18	0.37	0.55	4.303	33
					2.037	7
					2.447	11
					2.228	9
					2.306	9
Desired Range (CI/S) = 1.50					2.306	9
Desired Confidence Level = 95.0%					2.306	9
Alpha = 0.05					2.306	9
1-Alpha/2 = 0.975					2.306	9
					2.306	9
					2.306	9
					2.306	9
					2.306	9

Table 4
Number of Runs Needed – Existing 2016 PM VISSIM Model

Network-wide Average Speed (Initial VISSIM Runs) (mph)			Standard Deviation	Desired Confidence Interval +/- mph	Iteration (95%)	
Seed Number 10	Seed Number 30	Seed Number 45			Student t-statistic	Number of Runs Needed
49.01	49.51	48.44	0.54	0.80	4.303	33
					2.037	7
					2.447	11
					2.228	9
					2.306	9
Desired Range (CI/S) = 1.50					2.306	9
Desired Confidence Level = 95.0%					2.306	9
Alpha = 0.05					2.306	9
1-Alpha/2 = 0.975					2.306	9
					2.306	9
					2.306	9
					2.306	9
					2.306	9

Model calibration is achieved by iteratively changing model parameters to replicate the traffic patterns, congestion, bottlenecks, and driver behavior observed within the study area. As this VISSIM network was developed by merging together previously developed and calibrated VISSIM models for the Sawgrass Expressway and Interstate 95 (I-95), the driver behaviors were retained as a starting point in the calibration process rather than using the default values. The initial model MOEs were then compared to collected data and field observations. Then iteratively, the calibration parameters were adjusted to make sure that the model reasonably reflected existing conditions. The model outputs were compared to the vehicle volumes that were processed through the system, vehicle speeds, bottlenecks, and observed queues.

The model was calibrated by adjusting vehicle following and lane changing driver behavior parameters. Driving behaviors at merge, diverge, and weaving areas were replicated by first adjusting lane change distances based on field observations. It is common practice to modify the lane change distances according to observed behavior and if congested, to match the queuing behavior.

If lane change distances did not produce the desired behavior, then vehicle following behavior parameters were adjusted. The driving behavior parameters were iteratively adjusted until the desired traffic conditions were achieved.

The VISSIM microsimulation model was calibrated using a simulation resolution of five time steps per simulation second.

7.1 DRIVER BEHAVIOR PARAMETERS

The VISSIM model parameters used for calibration are categorized as vehicle following (longitudinal vehicle movement) and lane change (lateral vehicle movements). Driving parameters for freeways and arterials are defined differently in VISSIM. Freeway driving is generally better modeled using the Wiedemann 99 driving behavior parameter set, while arterials are generally assigned the Wiedemann 74 driving behavior.

7.2 VEHICLE FOLLOWING PARAMETERS

The main vehicle following behavior parameters for both freeways and arterials are look ahead distance, look back distance, number of observed vehicles, and temporary lack of attention.

Table 5 shows the ranges of the freeway/Wiedemann 99 vehicle following driving behavior parameters and the values resulting from the calibration effort. The justifications for adjusting some of the vehicle following parameters are as follows:

- *CC0 (Standstill distance):* The default value is 4.92 feet. For mainline segments and merge/diverge areas, the minimum distances defined are 4 and 4.92 feet, respectively. This parameter is the minimum distance a vehicle will maintain when the traffic is not moving (i.e., standstill).

- *CC1 (Headway time):* The CC0 and CC1 values define a minimum following distance that the most aggressive driver will maintain on the defined segment in the model.

  For Florida's Turnpike, the CC1 values are as follows:

  - Mainline segments – 1.18
  - Merge/diverge and weave areas – 1.09
  - Weave areas – 1.08
  - High volume segments areas – 1.02
  - Mainline Toll area – 1.58

  For Sawgrass Expressway, the CC1 values are as follows:

  - Mainline segments – 1.18
  - Merge areas – 1.13
  - Diverge areas – 1.15
  - Weave areas – 1.08
  - High volume segments – 1.00

  For I-95, the CC1 values are as follows:

  - Mainline segments– 1.25
  - Merge/diverge and weave areas – 1.09
  - High volume merge/diverge areas – 1.19
  - Over-saturated segments – 0.98
  - Mainline curved segments – 1.35
  - Reduced speed segments – 1.7

- *CC2 (Following variation):* For the mainline, the values range between 13.12 feet (i.e., default) and 25.00 feet. *CC2* defines a range of additional distances a driver will maintain while following a vehicle. The least aggressive driver in the model will use the maximum value defined for this parameter.

Table 5
Freeway Vehicle Following Calibration Parameter Ranges

Wiedemann 99 Parameters		Defaults	Freeway Calibration Range
CC0 (Standstill Distance) (feet)		4.92	4.00 and 6.00
CC1 (Headway Time) (seconds)		0.90	0.85-1.50
CC2 (Following Variation) (feet)		13.12	13.12, 14.99, and 25.00
CC3 (Threshold for Entering Following)		-8.00	-8.00
CC4 (Negative Following Threshold)		-0.35	-0.35
CC5 (Positive Following Threshold)		0.35	0.35
CC6 (Speed Dependency of Oscillation)		11.44	11.44
CC7 (Oscillation Acceleration)		0.82	0.82
CC8 (Standstill Acceleration)		11.48	11.48
CC9 (Acceleration at 50 mph) (feet/seconds^2)		4.92	4.92
Look Ahead Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	820.21	820.21
	Observed Vehicles	2	2-4
Look Back Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00
	Probability (%)	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Uncheck	Check
Standstill Distance for Static Obstacles (feet)		Uncheck	Check

Tables 6 and **7** detail the freeway vehicle following parameters for vehicle types and freeway segment types used in the VISSIM model for the AM and PM, respectively. The color highlighting in **Tables 6** and **7** matches the VISSIM link colors to indicate where the respective driver behavior parameters have been applied in the model.

Table 6
AM Freeway Vehicle Following Parameters

Wiedemann 99 Parameters		Defaults	Florida's Turnpike						Sawgrass Expressway					I-95							
			Basic	Merge	Diverge	Saturated	Weave	Slow	Basic	Congested	Merge	Diverge	Weave	Basic	Over Saturated	Saturated	Weave	Merge	Diverge	S-Curve	Slow
CC0 (Standstill Distance) (feet)		4.92	4.92	4.92	4.92	4.05	4.92	4.98	4.92	4	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	5	5
CC1 (Headway Time) (seconds)		0.9	1.18	1.09	1.09	1.02	1.08	1.53	1.18	1	1.13	1.15	1.08	1.25	1.09	1.19	1.09	1.09	1.09	1.35	1.65
CC2 (Following Variation) (feet)		13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.08	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12
CC3 (Threshold for Entering Following)		-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
CC4 (Negative Following Threshold)		-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35
CC5 (Positive Following Threshold)		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
CC6 (Speed dependency of Oscillation)		11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44
CC7 (Oscillation Acceleration)		0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
CC8 (Standstill Acceleration)		11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
CC9 (Acceleration at 50 mph) (feet/second^2)		4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92
Look Ahead Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	820.21	1000	1000	1000	1000	800	820.21	820.21	820.21	820.21	1000	1000	1000	1000	1000	1000	1000	1000	800	800
	Observed Vehicles	2	4	4	4	4	4	2	2	2	2	4	4	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (sec)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior Uncheck Check		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck
Standstill Distance for Static Obstacles (feet)		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck

Table 7
PM Freeway Vehicle Following Parameters

Wiedemann 99 Parameters		Defaults	Florida's Turnpike							Sawgrass Expressway					I-95							
			Basic	Merge	Diverge	Saturated	Weave	Slow	Toll Area	Basic	Congested	Merge	Diverge	Weave	Basic	Over Saturated	Saturated	Weave	Merge	Diverge	S-Curve	Slow
CC0 (Standstill Distance) (feet)		4.92	4.92	4.92	4.92	4.05	4.92	4.98	5.09	4.92	4	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	5	5
CC1 (Headway Time) (seconds)		0.9	1.18	1.09	1.09	1.02	1.07	1.3	1.58	1.18	1	1.13	1.15	1.08	1.25	0.98	1.19	1.09	1.09	1.09	1.35	1.7
CC2 (Following Variation) (feet)		13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12
CC3 (Threshold for Entering Following)		-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
CC4 (Negative Following Threshold)		-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35
CC5 (Positive Following Threshold)		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
CC6 (Speed dependency of Oscillation)		11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44
CC7 (Oscillation Acceleration)		0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
CC8 (Standstill Acceleration)		11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
CC9 (Acceleration at 50 mph) (feet/second^2)		4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92
Look Ahead Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	820.21	1000	1000	1000	1000	800	800	820.21	820.21	820.21	820.21	820.21	1000	1000	1000	1000	1000	1000	1000	800	800
	Observed Vehicles	2	4	4	4	4	4	4	2	2	2	2	2	4	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Check
Standstill Distance for Static Obstacles (feet)		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck

In the arterial/Wiedemann 74 model, there are three main parameters that can be adjusted to match the traffic conditions observed in the field. These parameters are standstill distance, additive part of safety distance, and multiplicative part of safety distance. The additive and multiplicative parts of safety distance parameters affect the ideal saturation flow rate of the arterials. **Table 8** shows the ranges of Wiedemann 74 model vehicle following parameters and the values resulting from the calibration effort.

Table 8
Arterial Vehicle Following Parameters

Wiedemann 74 Parameters		Defaults	Arterial Calibration Range
Average Standstill Distance (feet)		6.56	4.00 and 6.56
Additive Part of Safety Distance (feet)		2.00	1.50-3.45
Multiplicative Part of Safety Distance (feet)		3.00	2.50-4.45
Look Ahead Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	820.21	820.21
	Observed Vehicles	4	4
Look Back Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00
	Probability (%)	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Uncheck	Check
Standstill Distance for Static Obstacles (feet)		Uncheck	Check

Tables 9 and **10** detail the arterial vehicle following parameters for vehicle types and locations used in the VISSIM model for the AM and PM, respectively. The color highlighting in **Tables 9** and **10** matches the VISSIM link colors to indicate where the respective driver behavior parameters have been applied in the model.

Table 9
AM Arterial Vehicle Following Parameters

Wiedemann 74 Parameters		Defaults	Urban	Arterial	Urban (motorized) Arterial	Urban (motorized) Arterial Congested	Urban (motorized) Arterial Low Flow	Urban (motorized) Arterial Slow	Urban (motorized) Arterial Saturated	Arterial (Urban) (I-95)	Arterial/ Ramp (I-95)
Average Standstill Distance (feet)		6.56	6.56	6.56	6.56	4	6.56	6.75	6.75	6.56	6.56
Additive Part of Safety Distance (feet)		2	2	2	2	2	2.75	3	3	2	2
Multiplicative Part of Safety Distance (feet)		3	3	3	3	3	3.75	4.1	4.1	3	3
Look Ahead Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21
	Observed Vehicles	4	2	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck
Standstill Distance for Static Obstacles (feet)		Uncheck	Uncheck	Uncheck	Check	Check	Check	Check	Check	Uncheck	Uncheck

Table 10
PM Arterial Vehicle Following Parameters

Wiedemann 74 Parameters		Defaults	Urban	Arterial	Urban (motorized) Arterial	Urban (motorized) Arterial Congested	Urban (motorized) Arterial Low Flow	Urban (motorized) Arterial Saturated	Urban (motorized) Arterial Super Saturated	Arterial (Urban) (I-95)	Arterial/ Ramp (I-95)
Average Standstill Distance (feet)		6.56	6.56	6.56	6.56	4	6.56	4	3.5	6.56	6.56
Additive Part of Safety Distance (feet)		2	2	2	2	2	2.75	2	1.8	2	2
Multiplicative Part of Safety Distance (feet)		3	3	3	3	3	3.75	2	2	3	3
Look Ahead Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21
	Observed Vehicles	4	2	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck
Standstill Distance for Static Obstacles (feet)		Uncheck	Uncheck	Uncheck	Check	Check	Check	Check	Check	Uncheck	Uncheck

7.3 LANE CHANGING PARAMETERS

The VISSIM model has two main categories of lane change parameters:

- *Necessary lane change:* These parameters are used by a vehicle to make lane changes to maintain/reach its defined route.
- *Free lane change:* These parameters are used by a vehicle to make lane changes to shift to a lane with more room or higher speed.

During field observation, it was observed that drivers were making aggressive lane changes. To replicate this behavior, the following adjustments were made to the freeway and some of the arterial lane changing parameters:

- *Minimum Headway:* This value was reduced to enable lane changes when smaller gaps were available.
- *Safety Distance Reduction Factor:* This value was reduced so that while changing lanes, a vehicle can move closer to the preceding vehicle than the following distance defined by the vehicle following parameters. After the lane change is performed, a vehicle maintains the safety distance as defined by the vehicle following parameters.
- *Maximum Deceleration for Cooperative Braking:* This value was increased to 29.99 feet/second^2 and 31.99 feet/second^2 at different locations. These values represent maximum allowable braking for cars and trucks.
- *Overtake Reduce Speed Areas:* This was enabled so that faster vehicles can pass slower vehicles on dual lane ramps and roadway segments where the speeds are reduced due to curvature.
- *Cooperative Lane Change:* This parameter was enabled in merge/diverge influence areas so the mainline vehicle moves safely to allow the merging of vehicles from a ramp.
- *Lane Change Distance:* This parameter defines the distance at which vehicles begin to attempt to change lanes. Changes to this parameter were applied to most of the connectors at locations where the number of lanes decreased on the mainline, at merge and diverge areas, and at intersections. Changes may vary based on the location, and range from the default value of 656.2 feet to 5,000 feet.

Table 11 shows the vehicle lane change parameters for freeways from the calibration effort. **Table 12** shows similar information for the arterials.

Table 11
Freeway Lane Change Parameters

Lane Change Parameters		Default	Freeway Calibration Parameters
Necessary Lane Change (Route)			
Maximum Deceleration (feet/second^2)	Own	-13.12	-13.12
	Trailing Vehicle	-9.84	-9.84
- 1 foot/second^2 per Distance	Own	200.00	200.00
	Trailing Vehicle	200.00	200.00
Accepted Deceleration (feet/second^2)	Own	-3.28	-3.28
	Trailing Vehicle	-1.64	-1.64
Waiting Time Before Diffusion (seconds)		60.00	180.00
Minimum Headway (front/rear) (feet)		1.64	0.98 and 1.51
To Slower Lane if Collision Time Above (seconds)		0.00	0.00
Safety Distance Reduction Factor		0.60	0.25 and 0.40
Maximum Deceleration for Cooperative Braking (feet/second^2)		-9.84	-29.99 and -31.99
Overtake Reduced Speed Area		Uncheck	Check
Advanced Merging		Check	Check
Cooperative Lane Change		Uncheck	Check
If Checked	Maximum Speed Difference (mph)	6.71	6.71
	Maximum Collision Time (seconds)	10.00	10.00

Table 12
Arterial Lane Change Parameters

Lane Change Parameters		Default	Arterial Calibration Parameters
Necessary Lane Change (Route)			
Maximum Deceleration (feet/second^2)	Own	-13.12	-13.12
	Trailing Vehicle	-9.84	-9.84
- 1 foot/second^2 per Distance	Own	100.00	100.00
	Trailing Vehicle	100.00	100.00
Accepted Deceleration (feet/second^2)	Own	-3.28	-3.28
	Trailing Vehicle	-3.28	-3.28
Waiting Time Before Diffusion (seconds)		60.00	180.00
Minimum Headway (front/rear) (feet)		1.64	1.51
To Slower Lane if Collision Time Above (seconds)		0.00	0.00
Safety Distance Reduction Factor		0.60	0.25, 0.40 and 0.50
Maximum Deceleration for Cooperative Braking (feet/second^2)		-9.84	-29.99 and -31.99
Overtake Reduced Speed Area		Uncheck	Check
Advanced Merging		Check	Check
Cooperative Lane Change		Uncheck	Check
If Checked	Maximum Speed Difference (mph)	6.71	6.71
	Maximum Collision Time (seconds)	10.00	10.00

A comparison of existing volumes to modeled volumes was performed for the freeway, ramps, and intersections.

8.1 UNMET DEMAND AT ENTRY LINKS

An important assessment is to identify whether the expected vehicular demand can be processed at the network entry links. If the model outputs indicated that substantial demand was not able to enter the network, the lengths of the entry links with unmet demand were extended to store more vehicles. If unmet demand was still reported, the driver behavior was adjusted for the link(s) that reported issues.

Simulation results performed after calibration indicated there was unmet demand of only one or two vehicles for both periods.

8.2 MAINLINE AND RAMP VEHICLES PROCESSED

Tables 13 and **14** show calibration results for the AM peak period for the mainline and ramps, respectively. **Tables 15** and **16** show calibration results for the PM peak period for the mainline and ramps, respectively.

The existing conditions volume calibration results are summarized for the AM and PM peak period models as follows:

- ***Calibrated Existing 2016 AM Model*** – calibration target for the sum of the mainline and ramp link flows is achieved for 99.2 percent of cases.
- ***Calibrated Existing 2016 AM Model*** – GEH targets for individual mainline and ramp link flows are achieved for 100.0 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – calibration target for the sum of the mainline and ramp link flows is achieved for 99.2 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – GEH targets for individual mainline and ramp link flows is achieved for 99.2 percent of cases.

These results indicate the existing VISSIM models satisfy the volume calibration criteria.

8.3 INTERSECTION VEHICLES PROCESSED

Tables 17 and **18** show calibration results for the AM and PM peak periods, respectively, at the intersections.

The existing conditions intersection movement volume calibration results are summarized for the AM and PM peak period models as follows:

- ***Calibrated Existing 2016 AM Model*** – calibration targets for individual turning movements are satisfied for 100.0 percent of cases.
- ***Calibrated Existing 2016 AM Model*** – GEH targets for individual turning movements are achieved for 100.0 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – GEH targets for individual turning movements are achieved for 99.2 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – calibration targets for individual turning movements are satisfied for 100.0 percent of cases.

These results indicate the existing VISSIM models satisfy the volume calibration targets.

Table 13
Freeway Volumes – AM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Florida's Turnpike and I-95 Northbound				Florida's Turnpike and I-95 Southbound			
Turnpike before Atlantic Boulevard off-ramp	6,090	6,081	0.1	Turnpike North of Glades Road	5,280	5,287	0.1
Turnpike after Atlantic Boulevard off-ramp	4,860	4,819	0.6	Turnpike after on-ramp from Glades Road	5,300	5,278	0.3
Turnpike after on-ramp from Coconut Creek Parkway	4,810	4,753	0.8	Turnpike after on-ramp from Sawgrass Expressway	5,460	5,401	0.8
Turnpike after on-ramp from Sample Road	4,160	4,099	0.9	Turnpike after on-ramp from Sample Road	5,740	5,689	0.7
Turnpike after Sawgrass Expressway off-ramp	5,600	5,578	0.3	Turnpike after on-ramp from Coconut Creek Parkway	4,910	4,876	0.5
Turnpike after on-ramp from Glades Road	4,190	4,130	0.9	Turnpike after on-ramp from Atlantic Boulevard	5,840	5,717	1.6
I-95 South of Atlantic Boulevard	6,880	6,868	0.1	I-95 North of Congress Avenue	7,730	7,727	0.0
I-95 after on-ramp from WB Atlantic Boulevard	6,850	6,833	0.2	I-95 after on-ramp from Congress Avenue	6,890	6,890	0.0
I-95 after on-ramp from WB Copans Road	6,510	6,195	4.0	I-95 after on-ramp from EB Yamato Road	6,250	6,215	0.4
I-95 after on-ramp from WB Sample Road	6,990	6,673	3.8	I-95 after on-ramp from EB Glades Road	5,720	5,706	0.2
I-95 after on-ramp from EB SW 10th Street	7,360	6,955	4.8	I-95 after on-ramp from EB Palmetto Park Road	6,020	6,007	0.2
I-95 after on-ramp from WB Hillsboro Boulevard	7,380	7,053	3.8	I-95 after on-ramp from EB Hillsboro Boulevard	6,170	6,183	0.2
I-95 after on-ramp from Palmetto Park Road	7,420	7,044	4.4	I-95 after on-ramp from SW 10th Street	6,440	6,343	1.2
I-95 after on-ramp from WB Glades Road	6,690	6,450	3.0	I-95 after on-ramp from EB W Sample Road	7,310	7,216	1.1
I-95 after on-ramp from Yamato Road	5,430	5,362	0.9	I-95 after on-ramp from EB Copans Road	8,050	7,979	0.8
I-95 after on-ramp from Congress Avenue	5,220	5,203	0.2	I-95 after on-ramp from Atlantic Boulevard	8,130	8,063	0.7
Sawgrass Expressway Eastbound				Sawgrass Expressway Westbound			
Sawgrass Expressway west of University Drive	5,080	5,085	0.1	Sawgrass Expressway east of Turnpike	1,730	1,710	0.5
Sawgrass Expressway after on-ramp from University Drive	6,440	6,432	0.1	Sawgrass Expressway Mainline after on-ramp from SB Turnpike	1,790	1,706	2.0
Sawgrass Expressway after on-ramp from S.R. 7	6,410	6,423	0.2	Sawgrass Expressway Service Road after on-ramp from SB Turnpike	1,880	1,850	0.7
Sawgrass Expressway Mainline after on-ramp from Lyons Road	2,540	2,543	0.1	Sawgrass Expressway after on-ramp from Lyons Road	3,930	3,832	1.6
Sawgrass Expressway Service Road after on-ramp from Lyons Road	3,780	3,760	0.3	Sawgrass Expressway after on-ramp from S.R. 7	4,680	4,591	1.3
Sawgrass Expressway after NB Turnpike off-ramp	2,780	2,744	0.7	Sawgrass Expressway after on-ramp from University Drive	4,180	4,154	0.4

Table 14
Ramp Volumes – AM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
Turnpike off-ramp to Atlantic Boulevard	1,230	1,262	0.9	Turnpike off-ramp to Glades Road	950	950	0.0
Turnpike off-ramp to Coconut Creek Parkway	710	728	0.7	Turnpike on-ramp from Glades Road	970	968	0.1
Turnpike on-ramp from Coconut Creek Parkway	660	660	0.0	Turnpike off-ramp to WB Sawgrass Expressway	1,460	1,452	0.2
Turnpike off-ramp to Sample Road	1,200	1,191	0.3	Turnpike on-ramp from EB Sawgrass Expressway	1,620	1,611	0.2
Turnpike on-ramp from Sample Road	550	548	0.1	Turnpike off-ramp to Sample Road	690	686	0.2
Turnpike on-ramp from EB Sawgrass Expressway	1,920	1,901	0.4	Turnpike on-ramp from Sample Road	970	989	0.6
Turnpike off-ramp to WB Sawgrass Expressway	480	405	3.6	Turnpike off-ramp to Coconut Creek Parkway	1,230	1,205	0.7
Turnpike off-ramp to Glades Road	1,950	1,897	1.2	Turnpike on-ramp from Coconut Creek Parkway	400	395	0.3
Turnpike on-ramp from Glades Road	540	541	0.0	Turnpike on-ramp from Atlantic Boulevard	930	928	0.1
I-95 off-ramp to Atlantic Boulevard	1,530	1,531	0.0	I-95 off-ramp to Congress Avenue	1,090	1,094	0.1
I-95 on-ramp from EB Atlantic Boulevard	760	750	0.4	I-95 on-ramp from Congress Avenue	250	252	0.1
I-95 on-ramp from WB Atlantic Boulevard	740	734	0.2	I-95 off-ramp to Yamato Road	1,780	1,808	0.7
I-95 off-ramp to Copans Road	1,270	1,245	0.7	I-95 on-ramp from WB Yamato Road	570	565	0.2
I-95 on-ramp from EB Copans Road	590	586	0.2	I-95 on-ramp from EB Yamato Road	570	569	0.0
I-95 on-ramp from WB Copans Road	340	343	0.2	I-95 off-ramp to Glades Road	1,440	1,424	0.4
I-95 off-ramp to Sample Road	710	656	2.1	I-95 on-ramp from WB Glades Road	390	389	0.1
I-95 on-ramp from EB Sample Road	765	762	0.1	I-95 on-ramp from EB Glades Road	520	516	0.2
I-95 on-ramp from WB Sample Road	425	430	0.2	I-95 off-ramp to Palmetto Park Road	920	903	0.6
I-95 off-ramp to SW 10th Street	990	968	0.7	I-95 on-ramp from WB Palmetto Park Road	500	498	0.1
I-95 on-ramp from SW 10th Street	1,360	1,271	2.5	I-95 on-ramp from EB Palmetto Park Road	720	716	0.1
I-95 off-ramp to EB Hillsboro Boulevard	670	634	1.4	I-95 off-ramp to Hillsboro Boulevard	1,150	1,126	0.7

Table 14 (continued)
Ramp Volumes – AM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
I-95 on-ramp from EB Hillsboro Boulevard	510	504	0.3	I-95 on-Ramp from WB Hillsboro Boulevard	600	598	0.1
I-95 off-ramp to WB Hillsboro Boulevard	480	440	1.9	I-95 on-Ramp from EB Hillsboro Boulevard	700	702	0.1
I-95 on-ramp from WB Hillsboro Boulevard	660	669	0.3	I-95 off-ramp to SW 10th Street	910	919	0.3
I-95 off-ramp to Palmetto Park Road	1,200	1,164	1.0	I-95 on-ramp from SW 10th Street	1,180	1,092	2.6
I-95 on-ramp from Palmetto Park Road	1,240	1,219	0.6	I-95 off-ramp to Sample Road	790	764	0.9
I-95 off-ramp to Glades Road	1,540	1,421	3.1	I-95 on-ramp from WB Sample Road	825	815	0.3
I-95 on-ramp from EB Glades Road	430	433	0.1	I-95 on-ramp from EB Sample Road	835	839	0.1
I-95 on-ramp from WB Glades Road	380	379	0.1	I-95 off-ramp to WB Copans Road	590	577	0.5
I-95 off-ramp to EB Yamato Road	690	628	2.4	I-95 on-ramp from WB Copans Road	410	406	0.2
I-95 off-ramp to WB Yamato Road	1,480	1,422	1.5	I-95 off-ramp to EB Copans Road	330	320	0.6
I-95 on-ramp from Yamato Road	910	916	0.2	I-95 on-ramp from EB Copans Road	1,250	1,255	0.1
I-95 off-ramp to Congress Avenue	470	445	1.2	I-95 off-ramp to WB Atlantic Boulevard	790	772	0.6
I-95 on-ramp from Congress Avenue	260	255	0.3	I-95 off-ramp to EB Atlantic Boulevard	570	570	0.0
				I-95 on-ramp from Atlantic Boulevard	1440	1,435	0.1
Eastbound				Westbound			
Sawgrass Expressway off-ramp to University Drive	300	295	0.3	Sawgrass Expressway off-ramp to Lyons Road	590	582	0.3
Sawgrass Expressway on-ramp from University Drive	1,660	1,651	0.2	Sawgrass Expressway on-ramp from Lyons Road	850	855	0.2
Sawgrass Expressway off-ramp to SB S.R. 7	330	330	0.0	Sawgrass Expressway off-ramp to NB S.R. 7	260	249	0.7
Sawgrass Expressway off-ramp to NB S.R. 7	620	610	0.4	Sawgrass Expressway off-ramp to SB S.R. 7	200	207	0.5
Sawgrass Expressway on-ramp from S.R. 7	920	927	0.2	Sawgrass Expressway on-ramp from S.R. 7	1,210	1,218	0.2
Sawgrass Expressway off-ramp to Lyons Road	820	822	0.1	Sawgrass Expressway off-ramp to University Drive	900	824	2.6
Sawgrass Expressway on-ramp from Lyons Road	730	732	0.1	Sawgrass Expressway on-ramp from University Drive	400	404	0.2

Table 15
Freeway Volumes – PM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Florida's Turnpike and I-95 Northbound				**Florida's Turnpike and I-95 Southbound**			
Turnpike before Atlantic Boulevard off-ramp	5,720	5,708	0.2	Turnpike North of Glades Road	4,160	4,101	0.9
Turnpike after Atlantic Boulevard off-ramp	4,830	4,793	0.5	Turnpike after on-ramp from Glades Road	5,240	5,057	2.6
Turnpike after on-ramp from Coconut Creek Parkway	5,560	5,498	0.8	Turnpike after on-ramp from Sawgrass Expressway	3,980	3,846	2.1
Turnpike after on-ramp from Sample Road	5,140	5,087	0.7	Turnpike after on-ramp from Sample Road	4,610	4,457	2.3
Turnpike after Sawgrass Expressway off-ramp	5,540	5,502	0.5	Turnpike after on-ramp from Coconut Creek Parkway	4,660	4,507	2.3
Turnpike after on-ramp from Glades Road	5,220	5,102	1.6	Turnpike after on-ramp from Atlantic Boulevard	5,900	5,695	2.7
I-95 South of Atlantic Boulevard	8,110	8,008	1.1	I-95 North of Congress Avenue	5,740	5,720	0.3
I-95 after on-ramp from WB Atlantic Boulevard	7,540	7,404	1.6	I-95 after on-ramp from Congress Avenue	5,630	5,600	0.4
I-95 after on-ramp from WB Copans Road	7,400	7,200	2.3	I-95 after on-ramp from EB Yamato Road	6,440	6,316	1.6
I-95 after on-ramp from WB Sample Road	6,820	6,666	1.9	I-95 after on-ramp from EB Glades Road	6,920	6,707	2.6
I-95 after on-ramp from EB SW 10th Street	6,690	6,505	2.3	I-95 after on-ramp from EB Palmetto Park Road	6,850	6,585	3.2
I-95 after on-ramp from WB Hillsboro Boulevard	6,720	6,534	2.3	I-95 after on-ramp from EB Hillsboro Boulevard	7,270	6,853	5.0
I-95 after on-ramp from Palmetto Park Road	6,530	6,363	2.1	I-95 after on-ramp from SW 10th Street	7,480	7,108	4.4
I-95 after on-ramp from WB Glades Road	6,840	6,676	2.0	I-95 after on-ramp from EB Sample Road	7,810	7,534	3.2
I-95 after on-ramp from Yamato Road	7,450	7,275	2.0	I-95 after on-ramp from EB Copans Road	8,060	7,861	2.2
I-95 after on-ramp from Congress Avenue	8,530	8,342	2.0	I-95 after on-ramp from Atlantic Boulevard	7,620	7,489	1.5
Sawgrass Expressway Eastbound				**Sawgrass Expressway Westbound**			
Sawgrass Expressway west of University Drive	3,840	3,833	0.1	Sawgrass Expressway east of Turnpike	2,925	2,853	1.3
Sawgrass Expressway after on-ramp from University Drive	4,240	4,234	0.1	Sawgrass Expressway Mainline after on-ramp from SB Turnpike	3,370	3,287	1.4
Sawgrass Expressway after on-ramp from S.R. 7	3,610	3,621	0.2	Sawgrass Expressway Service Road after on-ramp from SB Turnpike	2,345	2,287	1.2
Sawgrass Expressway Mainline after on-ramp from Lyons Road	1,400	1,395	0.1	Sawgrass Expressway after on-ramp from Lyons Road	5,600	5,451	2.0
Sawgrass Expressway Service Road after on-ramp from Lyons Road	2,065	2,083	0.4	Sawgrass Expressway after on-ramp from S.R. 7	5,690	5,546	1.9
Sawgrass Expressway after NB Turnpike off-ramp	1,535	1,531	0.1	Sawgrass Expressway after on-ramp from University Drive	4,520	4,425	1.4

Table 16
Ramp Volumes – PM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
Turnpike off-ramp to Atlantic Boulevard	890	910	0.7	Turnpike off-ramp to Glades Road	580	565	0.6
Turnpike off-ramp to Coconut Creek Parkway	400	394	0.3	Turnpike on-ramp from Glades Road	1,660	1,539	3.0
Turnpike on-ramp from Coconut Creek Parkway	1,130	1,106	0.7	Turnpike off-ramp to WB Sawgrass Expressway	1,800	1,757	1.0
Turnpike off-ramp to Sample Road	1,060	1,043	0.5	Turnpike on-ramp from EB Sawgrass Expressway	540	552	0.5
Turnpike on-ramp from Sample Road	640	637	0.1	Turnpike off-ramp to Sample Road	400	382	0.9
Turnpike on-ramp from EB Sawgrass Expressway	1,390	1,398	0.2	Turnpike on-ramp from Sample Road	1,030	1,014	0.5
Turnpike off-ramp to WB Sawgrass Expressway	990	970	0.6	Turnpike off-ramp to Coconut Creek Parkway	620	614	0.2
Turnpike off-ramp to Glades Road	1,060	1,036	0.7	Turnpike on-ramp from Coconut Creek Parkway	670	665	0.2
Turnpike on-ramp from Glades Road	740	666	2.8	Turnpike on-ramp from Atlantic Boulevard	1,240	1,233	0.2
I-95 off-ramp to Atlantic Boulevard	1,860	1,770	2.1	I-95 off-ramp to Congress Avenue	510	507	0.1
I-95 on-ramp from EB Atlantic Boulevard	640	627	0.5	I-95 on-ramp from Congress Avenue	400	397	0.2
I-95 on-ramp from WB Atlantic Boulevard	650	645	0.2	I-95 off-ramp to Yamato Road	1,130	1,123	0.2
I-95 off-ramp to Copans Road	990	976	0.4	I-95 on-ramp from WB Yamato Road	540	536	0.2
I-95 on-ramp from EB Copans Road	450	445	0.2	I-95 on-ramp from EB Yamato Road	1,400	1,397	0.1
I-95 on-ramp from WB Copans Road	400	401	0.0	I-95 off-ramp to Glades Road	1,050	1,060	0.3
I-95 off-ramp to Sample Road	1,480	1,434	1.2	I-95 on-ramp from WB Glades Road	880	869	0.4
I-95 on-ramp from EB Sample Road	565	570	0.2	I-95 on-ramp from EB Glades Road	650	645	0.2
I-95 on-ramp from WB Sample Road	335	335	0.0	I-95 off-ramp to Palmetto Park Road	1,120	1,084	1.1
I-95 off-ramp to SW 10th Street	1,220	1,173	1.4	I-95 on-ramp from WB Palmetto Park Road	600	599	0.0
I-95 on-ramp from SW 10th Street	1,090	1,065	0.8	I-95 on-ramp from EB Palmetto Park Road	450	448	0.1
I-95 off-ramp to EB Hillsboro Boulevard	630	621	0.4	I-95 off-ramp to Hillsboro Boulevard	1,000	944	1.8
I-95 on-ramp from EB Hillsboro Boulevard	575	570	0.2	I-95 on-ramp from WB Hillsboro Boulevard	750	747	0.1
I-95 off-ramp to WB Hillsboro Boulevard	510	500	0.4	I-95 on-ramp from EB Hillsboro Boulevard	670	662	0.3

Table 16 (continued)
Ramp Volumes – PM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
I-95 on-ramp from WB Hillsboro Boulevard	595	592	0.1	I-95 off-ramp to SW 10th Street	960	893	2.2
I-95 off-ramp to Palmetto Park Road	1,200	1,173	0.8	I-95 on-ramp from SW 10th Street	1,170	1,158	0.4
I-95 on-ramp from Palmetto Park Road	1,010	1,011	0.0	I-95 off-ramp to Sample Road	990	922	2.2
I-95 off-ramp to Glades Road	1,250	1,228	0.6	I-95 on-ramp from WB Sample Road	750	742	0.3
I-95 on-ramp from EB Glades Road	850	856	0.2	I-95 on-ramp from EB Sample Road	570	570	0.0
I-95 on-ramp from WB Glades Road	710	704	0.2	I-95 off-ramp to WB Copans Road	610	570	1.6
I-95 off-ramp to EB Yamato Road	470	467	0.1	I-95 on-ramp from WB Copans Road	380	372	0.4
I-95 off-ramp to WB Yamato Road	440	434	0.3	I-95 off-ramp to EB Copans Road	410	408	0.1
I-95 on-ramp from Yamato Road	1,520	1,519	0.0	I-95 on-ramp from EB Copans Road	890	895	0.2
I-95 off-ramp to Congress Avenue	240	232	0.5	I-95 off-ramp to WB Atlantic Boulevard	1,170	1,152	0.5
I-95 on-ramp from Congress Avenue	1,320	1,318	0.1	I-95 off-ramp to EB Atlantic Boulevard	670	626	1.7
				I-95 on-ramp from Atlantic Boulevard	1,400	1,400	0.0
Eastbound				Westbound			
Sawgrass Expressway off-ramp to University Drive	330	322	0.4	Sawgrass Expressway off-ramp to Lyons Road	725	716	0.3
Sawgrass Expressway on-ramp from University Drive	730	721	0.3	Sawgrass Expressway on-ramp from Lyons Road	610	611	0.0
Sawgrass Expressway off-ramp to SB S.R. 7	320	312	0.5	Sawgrass Expressway off-ramp to NB S.R.7	450	449	0.0
Sawgrass Expressway off-ramp to NB S.R. 7	710	681	1.1	Sawgrass Expressway off-ramp to SB S.R.7	400	382	0.9
Sawgrass Expressway on-ramp from S.R. 7	400	398	0.1	Sawgrass Expressway on-ramp from S.R. 7	940	952	0.4
Sawgrass Expressway off-ramp to Lyons Road	660	648	0.5	Sawgrass Expressway off-ramp to University Drive	1,410	1,359	1.4
Sawgrass Expressway on-ramp from Lyons Road	515	503	0.5	Sawgrass Expressway on-ramp from University Drive	240	238	0.1

Table 17
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
West Atlantic Boulevard / Banyan Bay Apartment Homes	SBL	45	50	0.7	OK<100	EBR	674	672	0.1	OK<100
	SBT	14	13	0.3	OK<100	WBL	242	250	0.5	OK<100
	SBR	71	67	0.5	OK<100	WBT	1,319	1,333	0.4	OK<15%
	EBL	29	28	0.2	OK<100	WBR	13	14	0.3	OK<100
	EBT	1,803	1,786	0.4	OK<15%					
West Atlantic Boulevard / Northbound Turnpike Ramp	NBL	444	451	0.3	OK<100	EBT	1,848	1,865	0.4	OK<15%
	NBR	786	781	0.2	OK<15%	WBT	1,130	1,131	0.0	OK<15%
Coconut Creek Parkway / Atlantic Boulevard	NBL	167	169	0.2	OK<100	EBL	266	254	0.7	OK<100
	NBT	262	265	0.2	OK<100	EBT	688	675	0.5	OK<100
	NBR	241	231	0.7	OK<100	EBR	156	152	0.3	OK<100
	SBL	1,030	1,053	0.7	OK<15%	WBL	148	145	0.2	OK<100
	SBT	521	518	0.1	OK<100	WBT	500	485	0.7	OK<100
	SBR	389	382	0.4	OK<100	WBR	532	534	0.1	OK<100
West Sample Road / Turnpike Toll Plaza	NBL	505	499	0.3	OK<100	EBR	881	878	0.1	OK<15%
	NBR	1,385	1,370	0.4	OK<15%	WBL	639	659	0.8	OK<100
	EBT	2,199	2,198	0.0	OK<15%	WBT	1,055	1,044	0.3	OK<15%
Glades Road / Boca Grove Boulevard	NBL	26	26	0.0	OK<100	EBL	852	850	0.1	OK<15%
	NBT	20	20	0.0	OK<100	EBT	1,643	1,631	0.3	OK<15%
	NBR	21	22	0.2	OK<100	EBR	35	34	0.2	OK<100
	SBL	2,310	2,244	1.4	OK<15%	WBL	21	19	0.4	OK<100
	SBT	2	2	0.0	OK<100	WBT	941	935	0.2	OK<15%
	SBR	588	582	0.2	OK<100	WBR	638	641	0.1	OK<100
North University Drive / South Sawgrass Ramps	NBT	759	769	0.4	OK<15%	SBT	1,195	1,136	1.7	OK<15%
	NBR	1,231	1,223	0.2	OK<15%	EBL	105	105	0.0	OK<100
	SBL	429	425	0.2	OK<100	EBR	195	191	0.3	OK<100

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
North University Drive / North Sawgrass Ramps	NBL	242	247	0.3	OK<100	SBR	158	157	0.1	OK<100
	NBT	622	627	0.2	OK<100	WBL	622	566	2.3	OK<100
	SBT	1,002	1,000	0.1	OK<15%	WBR	278	258	1.2	OK<100
S.R. 7 / South Sawgrass Ramps	NBT	2,293	2,304	0.2	OK<15%	SBT	1,944	1,927	0.4	OK<15%
	NBR	392	392	0.0	OK<100	WBR	620	610	0.4	OK<100
	SBL	528	520	0.3	OK<100					
S.R. 7 / North Sawgrass Ramps	NBL	292	293	0.1	OK<100	SBR	918	933	0.5	OK<15%
	NBT	2,621	2,615	0.1	OK<15%	EBR	200	207	0.5	OK<100
	SBT	2,272	2,244	0.6	OK<15%					
Lyons Road / South Sawgrass Ramps	NBT	1,867	1,866	0.0	OK<15%	SBT	1,589	1,581	0.2	OK<15%
	NBR	297	293	0.2	OK<100	EBL	569	562	0.3	OK<100
	SBL	433	439	0.3	OK<100	EBR	251	259	0.5	OK<100
Lyons Road / North Sawgrass Ramps	NBL	326	327	0.1	OK<100	SBR	524	526	0.1	OK<100
	NBT	2,436	2,429	0.1	OK<15%	WBL	196	153	3.3	OK<100
	SBT	1,435	1,429	0.2	OK<15%	WBR	394	382	0.6	OK<100
SW 10th Street / Waterways Boulevard	NBL	110	107	0.3	OK<100	EBR	10	10	0.0	OK<100
	NBR	335	336	0.1	OK<100	WBL	80	78	0.2	OK<100
	EBT	2,770	2,709	1.2	OK<400	WBT	1,620	1,603	0.4	OK<15%
SW 10th Street / Independence Drive	NBL	30	28	0.4	OK<100	EBR	10	10	0.0	OK<100
	NBR	60	60	0.0	OK<100	WBL	20	19	0.2	OK<100
	EBT	3,095	2,970	2.3	OK<400	WBT	1,670	1,657	0.3	OK<15%
SW 10th Street / Powerline Road	NBL	245	243	0.1	OK<100	EBL	705	675	1.1	OK<15%
	NBT	1,110	1,107	0.1	OK<15%	EBT	2,095	2,012	1.8	OK<15%
	NBR	305	306	0.1	OK<100	EBR	355	342	0.7	OK<100
	SBL	180	183	0.2	OK<100	WBL	255	252	0.2	OK<100
	SBT	1,220	1,227	0.2	OK<15%	WBT	1,125	1,113	0.4	OK<15%
	SBR	320	318	0.1	OK<100	WBR	240	241	0.1	OK<100

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
Powerline Road / SW 11th Street	NBT	1,605	1,600	0.1	OK<15%	SBR	40	38	0.3	OK<100
	NBR	55	55	0.0	OK<100	EBR	40	40	0.0	OK<100
	SBT	1,790	1,783	0.2	OK<15%	WBR	55	54	0.1	OK<100
Powerline Road / American Way	NBL	70	69	0.1	OK<100	SBR	30	30	0.0	OK<100
	NBT	1,660	1,656	0.1	OK<15%	EBR	225	223	0.1	OK<100
	SBT	1,800	1,793	0.2	OK<15%					
Powerline Road / West Drive	NBT	1,940	1,910	0.7	OK<15%	EBT	0	0	0.0	OK<100
	NBR	55	50	0.7	OK<100	EBR	85	84	0.1	OK<100
	SBL	40	39	0.2	OK<100	WBL	10	9	0.3	OK<100
	SBT	1,705	1,706	0.0	OK<15%	WBR	15	16	0.3	OK<100
	EBL	65	63	0.3	OK<100					
SW 10th Street / Industrial Park Access	SBL	10	10	0.0	OK<100	EBT	2,495	2,408	1.8	OK<15%
	SBR	35	35	0.0	OK<100	WBT	1,585	1,573	0.3	OK<15%
	EBL	85	85	0.0	OK<100	WBR	50	52	0.3	OK<100
SW 10th Street / SW 30th Avenue	NBL	15	15	0.0	OK<100	EBR	55	54	0.1	OK<100
	NBR	55	51	0.5	OK<100	WBL	95	92	0.3	OK<100
	EBT	2,450	2,363	1.8	OK<15%	WBT	1,620	1,612	0.2	OK<15%
SW 10th Street / SW 28th Avenue	NBL	120	123	0.3	OK<100	EBR	35	35	0.0	OK<100
	NBR	65	63	0.3	OK<100	WBL	10	9	0.3	OK<100
	EBT	2,470	2,375	1.9	OK<15%	WBT	1,595	1,586	0.2	OK<15%
SW 10th Street / SW 24th Avenue	NBL	50	80	3.7	OK<100	EBR	165	133	2.6	OK<100
	NBR	30	0	0.0	OK<100	WBL	25	44	3.2	OK<100
	EBT	2,370	2,266	2.2	OK<15%	WBT	1,555	1,523	0.8	OK<15%

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / South Military Trail	NBL	160	157	0.2	OK<100	EBL	280	261	1.2	OK<100
	NBT	765	763	0.1	OK<15%	EBT	2,085	1,933	3.4	OK<15%
	NBR	570	572	0.1	OK<100	EBR	85	81	0.4	OK<100
	SBL	430	373	2.8	OK<100	WBL	290	267	1.4	OK<100
	SBT	535	592	2.4	OK<100	WBT	1,260	1,254	0.2	OK<15%
	SBR	250	243	0.4	OK<100	WBR	285	277	0.5	OK<100
South Military Trail / Horizon Club Entrance	NBL	50	48	0.3	OK<100	EBL	5	10	1.8	OK<100
	NBT	1,395	1,398	0.1	OK<15%	EBR	35	30	0.9	OK<100
	NBR	15	13	0.5	OK<100	WBL	15	13	0.5	OK<100
	SBL	10	9	0.3	OK<100	WBT	0	0	0.0	OK<100
	SBT	900	920	0.7	OK<15%	WBR	10	11	0.3	OK<100
	SBR	5	9	1.5	OK<100					
South Military Trail / The Lakes at Deerfield Apartments Entrance	NBT	1,380	1,386	0.2	OK<15%	SBT	915	939	0.8	OK<15%
	NBR	30	31	0.2	OK<100	WBR	115	114	0.1	OK<100
South Military Trail / East Drive	NBT	1,330	1,301	0.8	OK<15%	SBR	55	55	0.0	OK<100
	SBT	1,105	1,100	0.2	OK<15%	EBR	110	109	0.1	OK<100
SW 10th Street / East Newport Center Drive	NBL	50	51	0.1	OK<100	EBL	265	253	0.7	OK<100
	NBT	10	10	0.0	OK<100	EBT	2,370	2,205	3.4	OK<15%
	NBR	95	95	0.0	OK<100	EBR	450	437	0.6	OK<100
	SBL	35	34	0.2	OK<100	WBL	320	299	1.2	OK<100
	SBT	10	9	0.3	OK<100	WBT	1,705	1,693	0.3	OK<15%
	SBR	80	73	0.8	OK<100	WBR	305	299	0.3	OK<100
East Newport Center Drive / SW 12th Avenue	NBL	90	85	0.5	OK<100	EBL	0	0	0.0	OK<100
	NBT	20	17	0.7	OK<100	EBT	10	9	0.3	OK<100
	NBR	470	460	0.5	OK<100	EBR	10	11	0.3	OK<100
	SBL	0	0	0.0	OK<100	WBL	100	94	0.6	OK<100
	SBT	15	13	0.5	OK<100	WBT	50	51	0.1	OK<100
	SBR	5	6	0.4	OK<100	WBR	5	10	1.8	OK<100

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / SB I-95 Ramps	SBL	225	212	0.9	OK<100	EBR	630	543	3.6	OK<100
	SBR	685	694	0.3	OK<100	WBL	550	550	0.0	OK<100
	EBT	1,870	1,819	1.2	OK<15%	WBT	1,645	1,613	0.8	OK<15%
SW 10th Street / NB I-95 Ramps	NBL	590	556	1.4	OK<100	EBR	1,100	1,041	1.8	OK<15%
	NBR	400	388	0.6	OK<100	WBL	260	242	1.1	OK<100
	EBT	995	972	0.7	OK<15%	WBT	1,605	1,597	0.2	OK<15%
SW 10th Street / SW Natural Boulevard	NBL	195	183	0.9	OK<100	EBL	155	154	0.1	OK<100
	NBT	125	116	0.8	OK<100	EBT	1,040	1,021	0.6	OK<15%
	NBR	105	102	0.3	OK<100	EBR	200	198	0.1	OK<100
	SBL	215	206	0.6	OK<100	WBL	80	81	0.1	OK<100
	SBT	145	142	0.3	OK<100	WBT	1,395	1,391	0.1	OK<15%
	SBR	275	280	0.3	OK<100	WBR	70	68	0.2	OK<100
Sample Road / I-95 SB Ramps	SBL	375	366	0.5	OK<100	EBR	835	839	0.1	OK<15%
	SBR	415	403	0.6	OK<100	WBT	1,185	1,153	0.9	OK<15%
	EBT	1,380	1,376	0.1	OK<15%	WBR	825	814	0.4	OK<15%
Sample Road / I-95 NB Ramps	NBL	420	385	1.7	OK<100	EBR	765	762	0.1	OK<15%
	NBR	290	270	1.2	OK<100	WBT	1,590	1,584	0.2	OK<15%
	EBT	990	977	0.4	OK<15%	WBR	425	430	0.2	OK<100
Hillsboro Boulevard / I-95 SB Ramps	SBL	480	463	0.8	OK<100	EBR	700	702	0.1	OK<15%
	SBR	670	657	0.5	OK<100	WBT	1,275	1,225	1.4	OK<15%
	EBT	1,245	1,240	0.1	OK<15%	WBR	600	597	0.1	OK<100

Table 18
Intersection Volumes – PM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
West Atlantic Boulevard / Banyan Bay Apartment Homes	SBL	26	28	0.4	OK<100	EBR	658	661	0.1	OK<100
	SBT	11	11	0.0	OK<100	WBL	571	559	0.5	OK<100
	SBR	83	82	0.1	OK<100	WBT	2,116	2,105	0.2	OK<100
	EBL	111	105	0.6	OK<100	WBR	62	65	0.4	OK<100
	EBT	1,338	1,331	0.2	OK<15%					
West Atlantic Boulevard / Northbound Turnpike Ramp	NBL	509	505	0.2	OK<100	EBT	1,364	1,385	0.6	OK<100
	NBR	381	382	0.1	OK<100	WBT	2,240	2,240	0.0	OK<100
Coconut Creek Parkway / Atlantic Boulevard	NBL	244	241	0.2	OK<100	EBL	250	238	0.8	OK<100
	NBT	481	474	0.3	OK<100	EBT	429	428	0.0	OK<100
	NBR	156	155	0.1	OK<100	EBR	181	178	0.2	OK<100
	SBL	300	304	0.2	OK<100	WBL	147	141	0.5	OK<100
	SBT	235	243	0.5	OK<100	WBT	924	893	1.0	OK<100
	SBR	485	472	0.6	OK<100	WBR	1,069	1,059	0.3	OK<100
West Sample Road / Turnpike Toll Plaza	NBL	784	769	0.5	OK<15%	EBR	569	564	0.2	OK<15%
	NBR	676	660	0.6	OK<100	WBL	1,101	1,090	0.3	OK<100
	EBT	1,291	1,261	0.8	OK<15%	WBT	2,506	2,505	0.0	OK<15%
Glades Road / Boca Grove Boulevard	NBL	40	43	0.5	OK<100	EBL	793	791	0.1	OK<100
	NBT	54	53	0.1	OK<100	EBT	1,420	1,405	0.4	OK<100
	NBR	40	38	0.3	OK<100	EBR	67	65	0.2	OK<100
	SBL	967	932	1.1	OK<15%	WBL	44	40	0.6	OK<15%
	SBT	6	6	0.0	OK<100	WBT	1,443	1,270	4.7	OK<100
	SBR	667	661	0.2	OK<100	WBR	1,553	1,362	5.0	OK<100
North University Drive / South Sawgrass Ramps	NBT	704	711	0.3	OK<15%	SBT	1,649	1,620	0.7	OK<15%
	NBR	556	549	0.3	OK<100	EBL	109	106	0.3	OK<100
	SBL	174	171	0.2	OK<100	EBR	221	217	0.3	OK<100
North University Drive / North Sawgrass Ramps	NBL	171	170	0.1	OK<100	SBR	69	68	0.1	OK<100
	NBT	642	644	0.1	OK<100	WBL	1,042	1,008	1.1	OK<100
	SBT	781	782	0.0	OK<15%	WBR	368	350	1.0	OK<15%

Table 18 (continued)
Intersection Volumes – PM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
S.R. 7 / South Sawgrass Ramps	NBT	2,218	2,198	0.4	OK<15%	SBT	2,796	2,759	0.7	OK<15%
	NBR	206	203	0.2	OK<100	WBR	710	682	1.1	OK<100
	SBL	194	203	0.6	OK<100					
S.R. 7 / North Sawgrass Ramps	NBL	280	271	0.5	OK<100	SBR	660	672	0.5	OK<100
	NBT	2,648	2,614	0.7	OK<15%	EBR	400	383	0.9	OK<15%
	SBT	2,590	2,586	0.1	OK<15%					
Lyons Road / South Sawgrass Ramps	NBT	1,755	1,755	0.0	OK<15%	SBT	2,452	2,451	0.0	OK<15%
	NBR	161	157	0.3	OK<100	EBL	392	383	0.5	OK<100
	SBL	354	347	0.4	OK<100	EBR	268	267	0.1	OK<100
Lyons Road / North Sawgrass Ramps	NBL	174	172	0.2	OK<100	SBR	436	438	0.1	OK<100
	NBT	2,147	2,137	0.2	OK<15%	WBL	292	256	2.2	OK<15%
	SBT	2,197	2,196	0.0	OK<15%	WBR	433	423	0.5	OK<15%
SW 10th Street / Waterways Boulevard	NBL	45	46	0.1	OK<100	EBR	60	61	0.1	OK<100
	NBR	160	158	0.2	OK<100	WBL	325	302	1.3	OK<100
	EBT	1,475	1,470	0.1	OK<15%	WBT	2,880	2,806	1.4	OK<15%
SW 10th Street / Independence Drive	NBL	10	9	0.3	OK<100	EBR	30	32	0.4	OK<100
	NBR	60	59	0.1	OK<100	WBL	65	58	0.9	OK<100
	EBT	1,605	1,592	0.3	OK<15%	WBT	3,195	3,100	1.7	OK<15%
SW 10th Street / Powerline Road	NBL	480	471	0.4	OK<100	EBL	345	332	0.7	OK<100
	NBT	1,110	1,095	0.5	OK<15%	EBT	1,145	1,139	0.2	OK<15%
	NBR	290	293	0.2	OK<100	EBR	175	177	0.2	OK<100
	SBL	225	224	0.1	OK<100	WBL	255	226	1.9	OK<100
	SBT	980	985	0.2	OK<15%	WBT	2,105	2,017	1.9	OK<15%
	SBR	675	671	0.2	OK<100	WBR	200	192	0.6	OK<100

Table 18 (continued)
Intersection Volumes – PM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
Powerline Road / SW 11th Street	NBT	1,830	1,820	0.2	OK<15%	SBR	60	61	0.1	OK<15%
	NBR	50	52	0.3	OK<100	EBR	60	60	0.0	OK<100
	SBT	1,350	1,327	0.6	OK<15%	WBR	50	48	0.3	OK<15%
Powerline Road / American Way	NBL	90	92	0.2	OK<100	SBR	60	61	0.1	OK<100
	NBT	1,880	1,876	0.1	OK<15%	EBR	55	57	0.3	OK<15%
	SBT	1,350	1,327	0.6	OK<15%					
Powerline Road / West Drive	NBT	1,675	1,647	0.7	OK<15%	EBT	0	0	0.0	OK<15%
	NBR	115	112	0.3	OK<100	EBR	20	19	0.2	OK<100
	SBL	95	90	0.5	OK<100	WBL	105	104	0.1	OK<100
	SBT	1,770	1,771	0.0	OK<15%	WBR	95	93	0.2	OK<15%
	EBL	5	7	0.8	OK<100					
SW 10th Street / Industrial Park Access	SBL	95	88	0.7	OK<100	EBT	1,630	1,621	0.2	OK<100
	SBR	55	59	0.5	OK<100	WBT	2,505	2,385	2.4	OK<100
	EBL	30	29	0.2	OK<100	WBR	10	9	0.3	OK<100
SW 10th Street / SW 30th Avenue	NBL	20	21	0.2	OK<100	EBR	20	21	0.2	OK<100
	NBR	145	145	0.0	OK<100	WBL	30	27	0.6	OK<100
	EBT	1,705	1,690	0.4	OK<15%	WBT	2,495	2,374	2.5	OK<15%
SW 10th Street / SW 28th Avenue	NBL	45	48	0.4	OK<100	EBR	95	97	0.2	OK<100
	NBR	40	38	0.3	OK<100	WBL	55	47	1.1	OK<100
	EBT	1,755	1,738	0.4	OK<15%	WBT	2,480	2,353	2.6	OK<15%
SW 10th Street / SW 24th Avenue	NBL	50	0	0.0	OK<100	EBR	105	124	1.8	OK<100
	NBR	35	86	6.6	OK<100	WBL	20	4	4.6	OK<100
	EBT	1,690	1,652	0.9	OK<15%	WBT	2,485	2,396	1.8	OK<15%

Table 18 (continued)
Intersection Volumes – PM Peak Hour

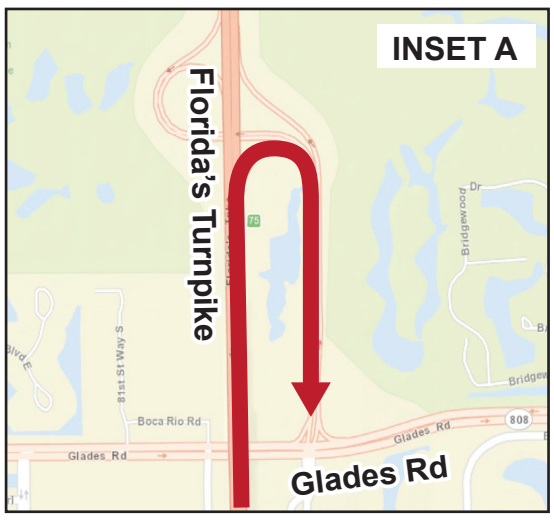
Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / South Military Trail	NBL	135	134	0.1	OK<100	EBL	305	303	0.1	OK<100
	NBT	580	580	0.0	OK<100	EBT	1,430	1,440	0.3	OK<100
	NBR	300	297	0.2	OK<100	EBR	155	152	0.2	OK<100
	SBL	220	216	0.3	OK<100	WBL	350	325	1.4	OK<100
	SBT	785	782	0.1	OK<15%	WBT	2,020	1,916	2.3	OK<15%
	SBR	435	430	0.2	OK<100	WBR	425	404	1.0	OK<100
South Military Trail / Horizon Club Entrance	NBL	115	117	0.2	OK<100	EBL	35	33	0.3	OK<100
	NBT	990	990	0.0	OK<15%	EBR	80	84	0.4	OK<15%
	NBR	15	14	0.3	OK<100	WBL	10	9	0.3	OK<100
	SBL	10	8	0.7	OK<100	WBT	0	0	0.0	OK<100
	SBT	1,300	1,232	1.9	OK<15%	WBR	15	17	0.5	OK<15%
	SBR	20	19	0.2	OK<100					
South Military Trail / The Lakes at Deerfield Apartments Entrance	NBT	970	971	0.0	OK<15%	SBT	1,330	1,259	2.0	OK<15%
	NBR	70	69	0.1	OK<100	WBR	45	46	0.1	OK<100
South Military Trail / East Drive	NBT	1,310	1,287	0.6	OK<15%	SBR	125	121	0.4	OK<15%
	SBT	1,355	1,353	0.1	OK<15%	EBR	85	86	0.1	OK<15%
SW 10th Street / East Newport Center Drive	NBL	310	308	0.1	OK<100	EBL	65	64	0.1	OK<100
	NBT	10	9	0.3	OK<100	EBT	1,825	1,829	0.1	OK<100
	NBR	375	372	0.2	OK<100	EBR	60	58	0.3	OK<100
	SBL	85	84	0.1	OK<100	WBL	90	81	1.0	OK<100
	SBT	5	9	1.5	OK<100	WBT	2,145	2,065	1.7	OK<100
	SBR	340	336	0.2	OK<100	WBR	70	64	0.7	OK<100
East Newport Center Drive / SW 12th Avenue	NBL	15	15	0.0	OK<100	EBL	0	0	0.0	OK<100
	NBT	15	14	0.3	OK<100	EBT	20	19	0.2	OK<100
	NBR	115	107	0.8	OK<100	EBR	80	81	0.1	OK<100
	SBL	0	0	0.0	OK<100	WBL	330	328	0.1	OK<100
	SBT	20	20	0.0	OK<100	WBT	15	14	0.3	OK<100
	SBR	0	0	0.0	OK<100	WBR	5	8	1.2	OK<100

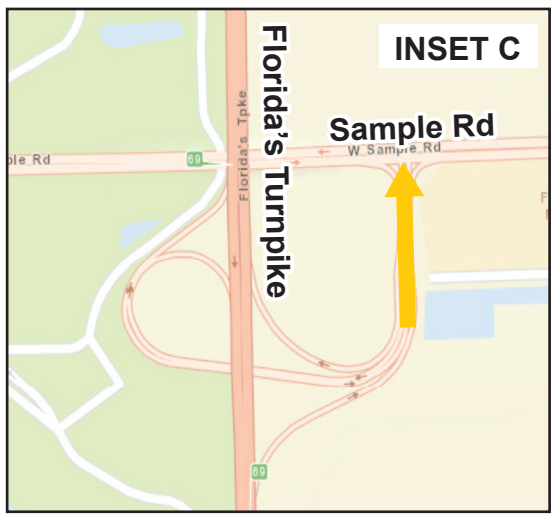
Table 18 (continued)
Intersection Volumes – PM Peak Hour

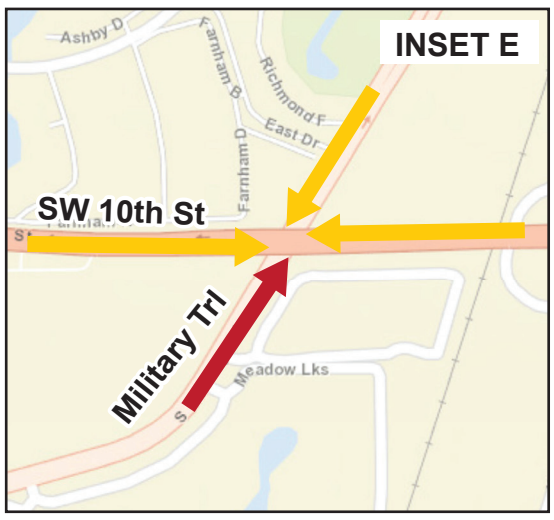
Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / SB I-95 Ramps	SBL	135	118	1.5	OK<100	EBR	625	630	0.2	OK<100
	SBR	825	771	1.9	OK<15%	WBL	545	527	0.8	OK<15%
	EBT	1,660	1,652	0.2	OK<15%	WBT	1,480	1,446	0.9	OK<15%
SW 10th Street / NB I-95 Ramps	NBL	630	597	1.3	OK<100	EBR	795	789	0.2	OK<100
	NBR	590	551	1.6	OK<100	WBL	295	276	1.1	OK<100
	EBT	1,000	981	0.6	OK<15%	WBT	1,395	1,382	0.3	OK<15%
SW 10th Street / SW Natural Boulevard	NBL	235	204	2.1	OK<100	EBL	210	197	0.9	OK<100
	NBT	105	99	0.6	OK<100	EBT	1,200	1,159	1.2	OK<100
	NBR	85	86	0.1	OK<100	EBR	180	173	0.5	OK<100
	SBL	220	217	0.2	OK<100	WBL	170	167	0.2	OK<100
	SBT	220	213	0.5	OK<100	WBT	1,125	1,121	0.1	OK<100
	SBR	330	326	0.2	OK<100	WBR	105	107	0.2	OK<100
Sample Road / I-95 SB Ramps	SBL	405	382	1.2	OK<100	EBR	570	570	0.0	OK<100
	SBR	585	546	1.6	OK<100	WBT	1,710	1,688	0.5	OK<100
	EBT	1,665	1,660	0.1	OK<15%	WBR	750	742	0.3	OK<15%
Sample Road / I-95 NB Ramps	NBL	970	944	0.8	OK<15%	EBR	565	570	0.2	OK<15%
	NBR	510	488	1.0	OK<100	WBT	1,490	1,486	0.1	OK<100
	EBT	1,505	1,470	0.9	OK<15%	WBR	335	335	0.0	OK<15%
Hillsboro Boulevard / I-95 SB Ramps	SBL	510	495	0.7	OK<100	EBR	670	662	0.3	OK<100
	SBR	490	471	0.9	OK<100	WBT	1,670	1,644	0.6	OK<100
	EBT	1,710	1,717	0.2	OK<15%	WBR	750	748	0.1	OK<15%

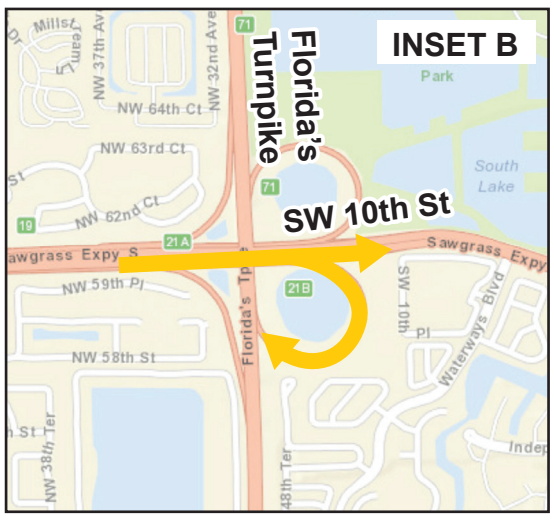
The VISSIM model parameters for the existing 2016 AM and PM peak period conditions were adjusted to depict buildup and dissipation of the congested locations. Visual audits of the simulation models indicated that field-observed congestion was replicated, as shown on **Figures 3** and **4**. The calibration for the visual audit of the models was satisfied.

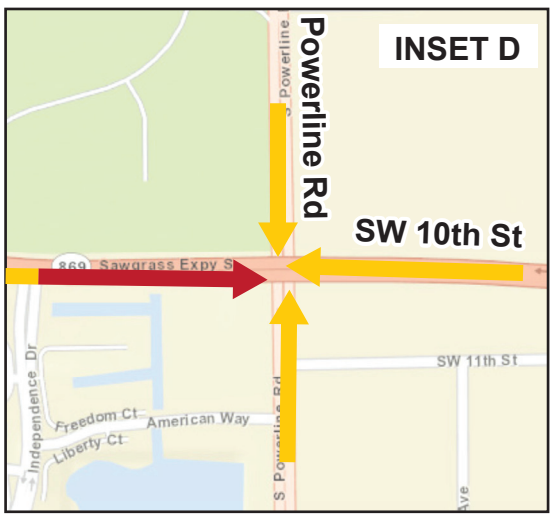
NOT TO SCALE

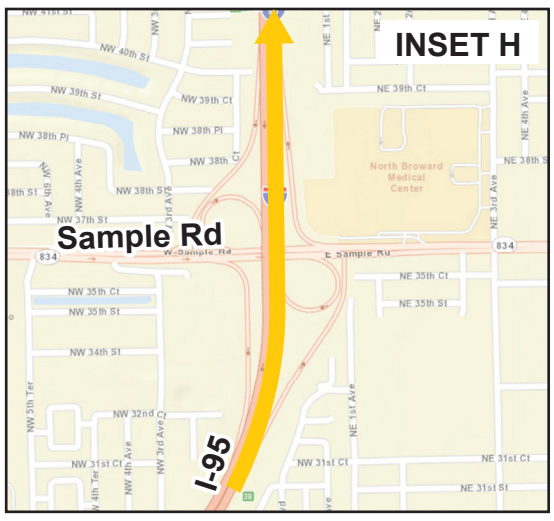


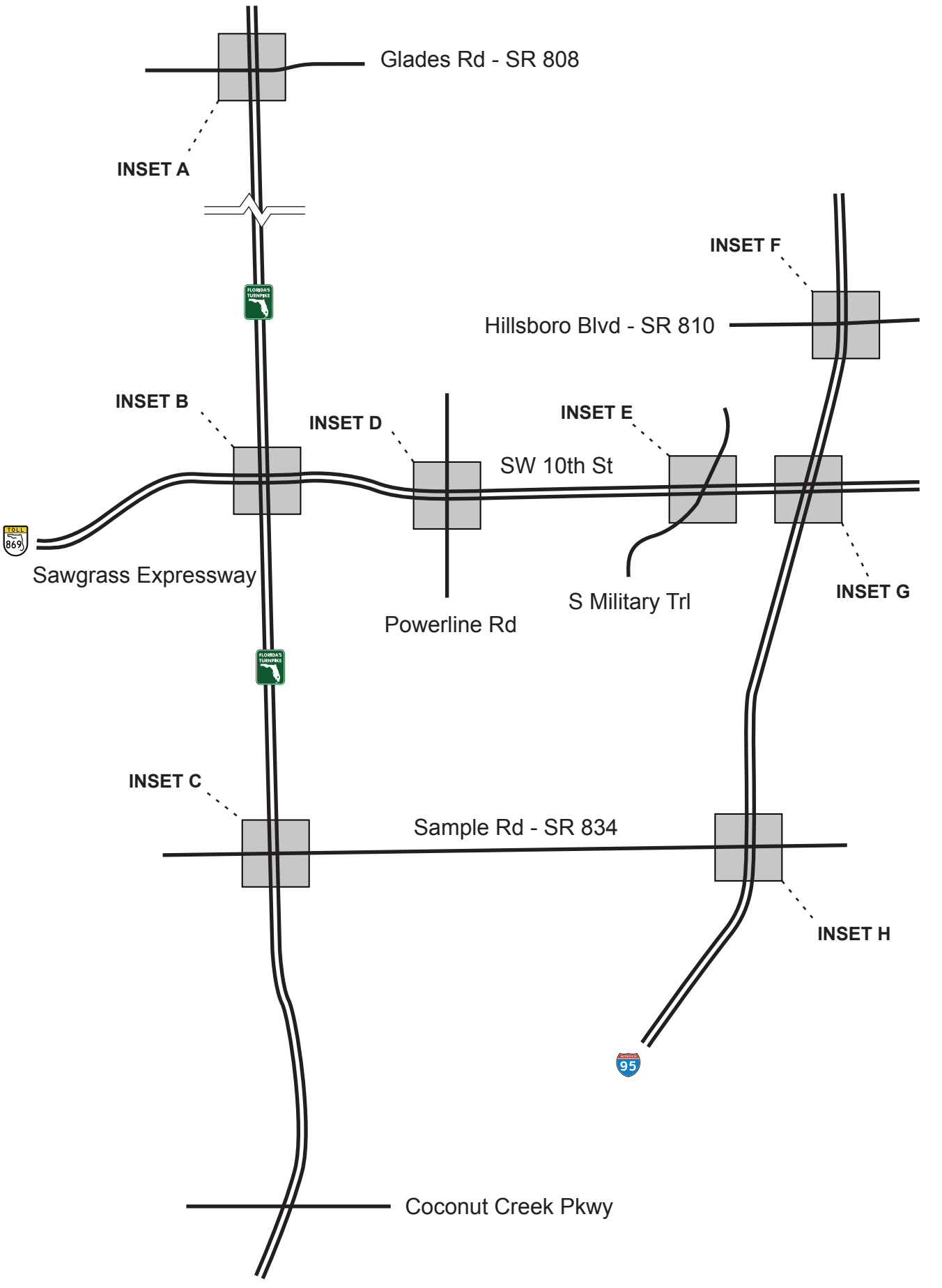










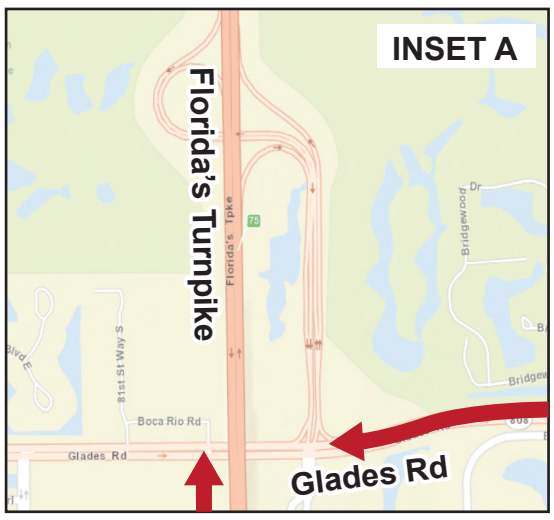


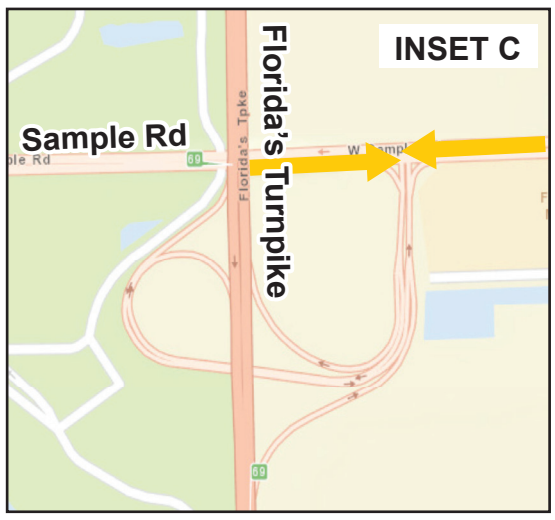
Legend

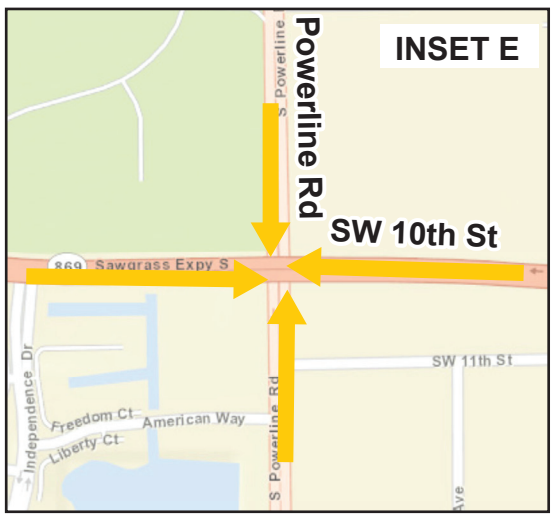
- Severe Congestion
- Moderate Congestion

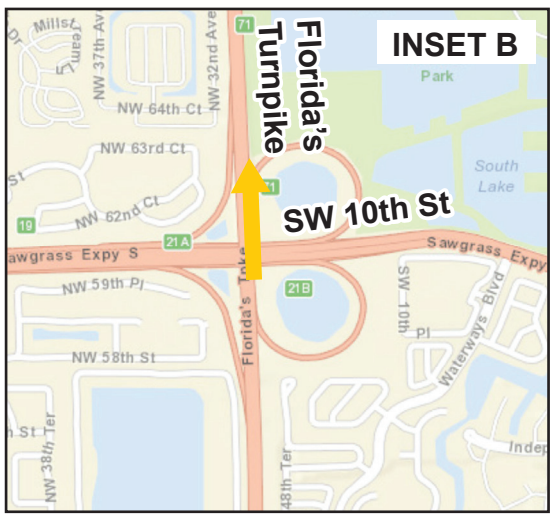
FLORIDA'S TURNPIKE	SW 10th Street PD&E Study VISSIM Calibration Report	AM Peak Period VISSIM Queues	Figure 3

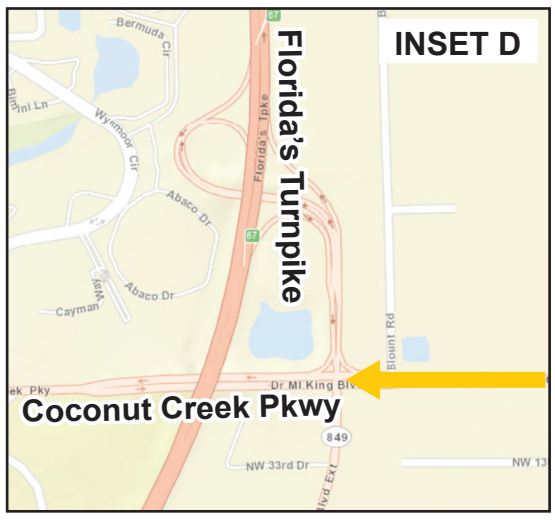
NOT TO SCALE

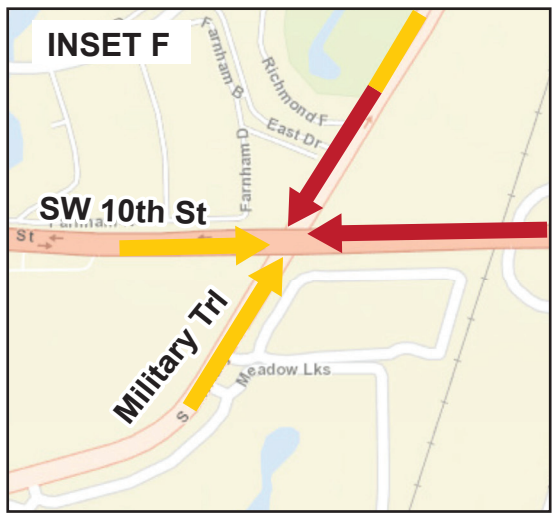


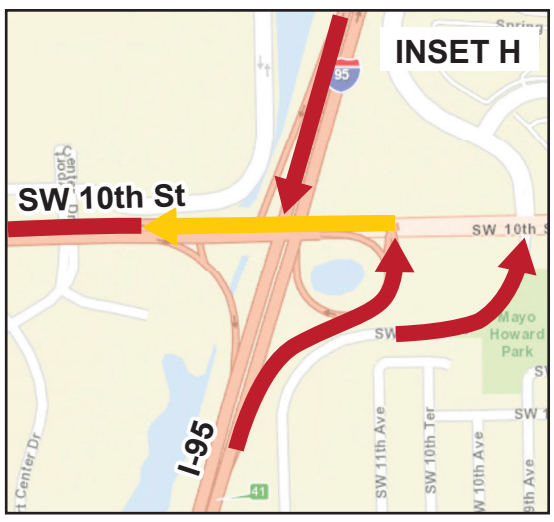


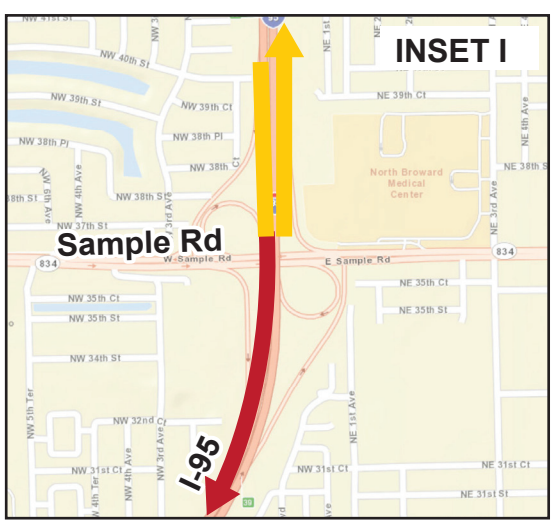


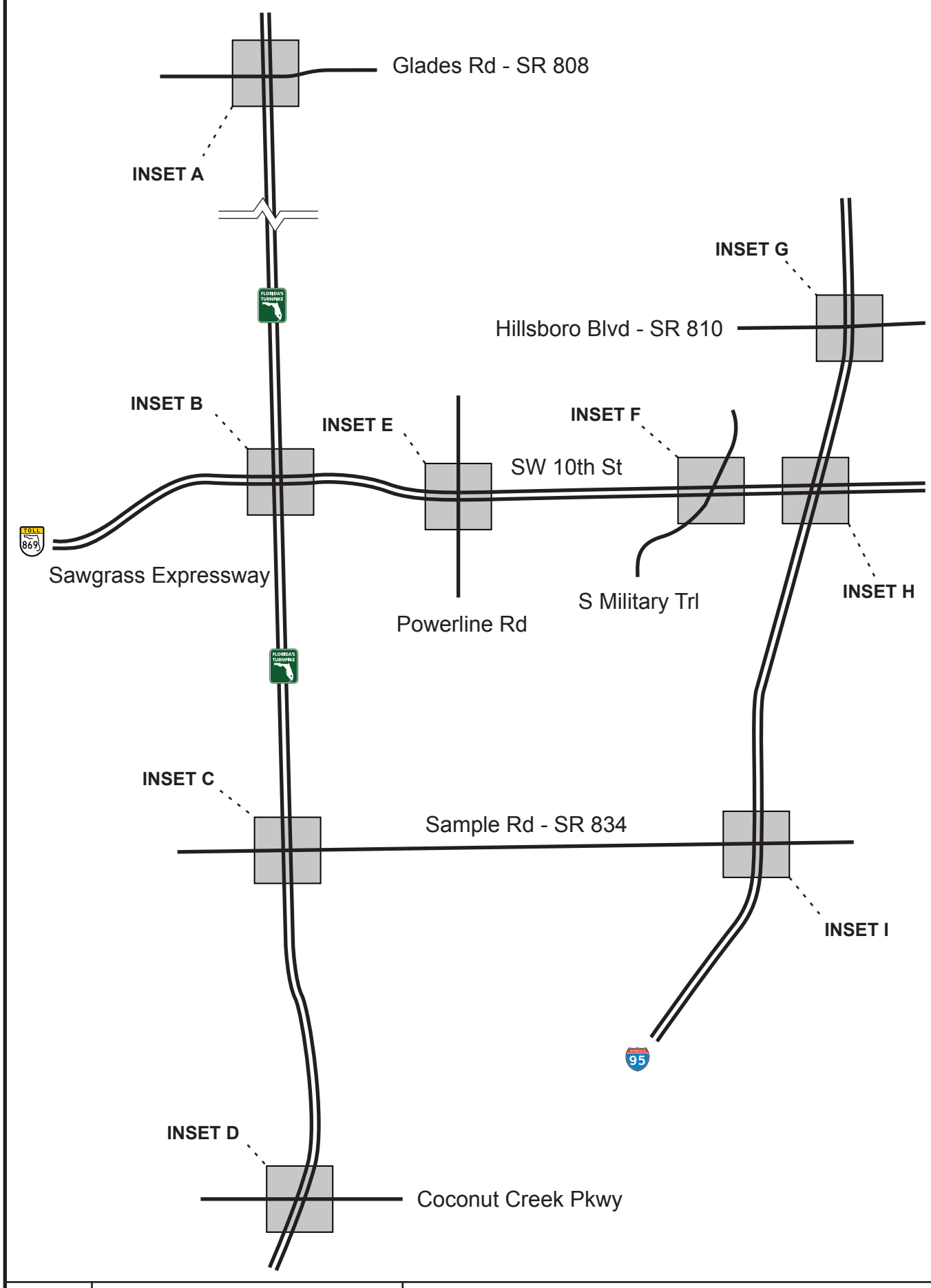












Legend

- Severe Congestion
- Moderate Congestion

FLORIDA'S TURNPIKE	SW 10th Street PD&E Study VISSIM Calibration Report	PM Peak Period VISSIM Queues	Figure 4

Field-collected GPS travel time and speed data from 100 travel time runs collected over three days in October 2016 showed that, for the most part, Sawgrass Expressway traffic was traveling faster than the posted speed limit. The traffic operations on Florida's Turnpike were significantly better than I-95 at the same cross streets. The data also showed that along I-95, heavy congestion occurred during both the AM and PM peak periods.

The field-collected GPS data were used to calibrate the existing conditions VISSIM models. The field and model speeds were compared at basic freeway segments within the interchanges to capture the majority of vehicles that are through traffic. These segments were selected, as all of the vehicles have the same origin and destination and can therefore be directly compared to the field data that was collected along travel time routes that started and ended at the study limits of the three freeways. The existing conditions speed calibration results are shown in **Tables 19** and **20** for the AM and PM peak period models, respectively, and are summarized below. The calibrated VISSIM models are provided in **Appendix B** and detailed speed calibration results are provided in **Appendix C**.

10.1 CALIBRATED EXISTING 2016 AM MODEL

Florida's Turnpike

- The northbound calibration target was achieved for 100 percent, 60 percent, and 100 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively. Even though some of the modeled hourly speeds did not match the observed speeds, the trend of the average speeds was similar.
- The southbound calibration target was met for 100 percent, 80 percent, and 100 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively. Even though some of the modeled hourly speeds did not match the observed speeds, the trend of the average speeds was similar.

Sawgrass Expressway

- The eastbound calibration target was achieved for 100 percent, 100 percent, and 50 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively. Even though some of the modeled hourly speeds did not match the observed speeds, the trend of the average speeds was similar.
- The westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

SW 10th Street

- The eastbound and westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

I-95

- The northbound and southbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

10.2 CALIBRATED EXISTING 2016 PM MODEL

Florida's Turnpike

- The northbound and southbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

Sawgrass Expressway

- The eastbound and westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

SW 10th Street

- The eastbound and westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

I-95

- The northbound calibration target was achieved for 100 percent, 100 percent, and 67 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively.
- The southbound calibration target was met for 67 percent, 100 percent, and 67 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively.

The overall combined model calibration target was achieved for 94 and 97 percent of the speed segments for the three-hour AM and PM peak periods, respectively.

Table 19
Existing 2016 AM VISSIM Model Speed Calibration

Segment	Length (feet)	AM Model Speed (mph)				AM Field Speed (mph)				AM Speed Calibration			
		Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average
Northbound – Florida's Turnpike													
Atlantic Boulevard	1866.2	70.8	70.0	70.5	70.4	67.5	65.5	77.1	70.0	Calibrated	Calibrated	Calibrated	Calibrated
Coconut Creek Parkway	1577.4	69.3	67.4	68.6	68.4	67.5	63.5	72.0	67.7	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1815.5	70.8	68.5	70.1	69.8	75.8	56.5	74.5	68.9	Calibrated	Uncalibrated	Calibrated	Calibrated
Sawgrass Expressway	915.7	63.8	59.5	61.8	61.7	72.0	37.9	69.7	59.9	Calibrated	Uncalibrated	Calibrated	Calibrated
Glades Road	1677.9	71.1	69.1	69.1	69.8	72.0	67.5	75.3	71.6	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – Florida's Turnpike													
Glades Road	1204.9	71.0	70.3	70.7	70.7	75.8	80.0	75.8	77.2	Calibrated	Calibrated	Calibrated	Calibrated
Sawgrass Expressway	5076.9	71.4	71.0	71.1	71.2	75.8	75.0	77.4	76.1	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1253.9	68.8	64.3	65.7	66.3	72.0	40.0	73.2	61.7	Calibrated	Uncalibrated	Calibrated	Calibrated
Coconut Creek Parkway	1583.4	69.2	64.5	66.4	66.7	65.5	56.8	75.8	66.0	Calibrated	Calibrated	Calibrated	Calibrated
Atlantic Boulevard	1331.6	70.9	70.1	70.2	70.4	74.5	77.1	73.2	74.9	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – Sawgrass Expressway													
North University Drive	4670.3	65.2	64.6	65.0	64.9	73.6	59.7	74.9	69.4	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2972.8	64.9	64.1	64.6	64.5	74.7	64.9	74.5	71.4	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3071.8	62.6	53.6	61.3	59.2	69.1	59.6	74.5	67.7	Calibrated	Calibrated	Uncalibrated	Calibrated
Florida's Turnpike	6347.6	54.4	49.2	44.4	49.3	62.0	55.6	55.1	57.6	Calibrated	Calibrated	Uncalibrated	Calibrated
Westbound – Sawgrass Expressway													
Florida's Turnpike	2718.2	54.2	52.7	53.2	53.4	56.2	55.6	57.3	56.4	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3673.8	62.4	61.7	62.0	62.0	69.6	71.4	70.3	70.4	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2463.3	66.1	65.2	65.7	65.7	73.2	72.0	73.8	73.0	Calibrated	Calibrated	Calibrated	Calibrated
North University Drive	3095.5	65.6	64.6	65.1	65.1	73.7	69.5	67.3	70.2	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – SW 10th Street													
Florida's Turnpike to Powerline Road	3936.3	21.7	11.4	11.9	15.0	15.2	9.6	19.5	14.8	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to South Military Trail	7533.5	27.3	17.4	14.1	19.6	19.0	12.6	17.6	16.4	Calibrated	Calibrated	Calibrated	Calibrated
South Military Trail to FAU Boulevard	4485.9	23.7	22.4	21.5	22.5	18.1	20.5	21.8	20.1	Calibrated	Calibrated	Calibrated	Calibrated
Westbound – SW 10th Street													
FAU Boulevard to South Military Trail	4469.3	23.1	19.3	18.8	20.4	17.9	16.2	24.6	19.6	Calibrated	Calibrated	Calibrated	Calibrated
South Military Trail to Powerline Road	7560.7	31.7	27.2	22.7	27.2	29.8	25.2	32.2	29.1	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to Florida's Turnpike	3656.8	42.1	37.9	38.2	39.4	39.3	38.7	44.7	40.9	Calibrated	Calibrated	Calibrated	Calibrated
Northbound – I-95													
Sample Road	2325.2	34.2	21.7	21.3	25.7	31.1	18.7	25.3	25.0	Calibrated	Calibrated	Calibrated	Calibrated
SW 10th Street	1446.4	44.1	21.1	20.5	28.6	39.0	29.6	27.0	31.9	Calibrated	Calibrated	Calibrated	Calibrated
Hillsboro Boulevard	1674.3	55.2	54.4	54.5	54.7	54.0	51.4	47.0	50.8	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – I-95													
Hillsboro Boulevard	2118.0	60.7	59.9	60.3	60.3	56.5	68.6	67.0	64.0	Calibrated	Calibrated	Calibrated	Calibrated
SW 10th Street	2220.4	60.9	60.0	60.4	60.5	60.0	68.6	70.2	66.3	Calibrated	Calibrated	Calibrated	Calibrated
Sample Road	2323.7	60.0	58.7	59.3	59.3	62.6	68.6	68.6	66.6	Calibrated	Calibrated	Calibrated	Calibrated
Per Hour Speed Calibration Percentage										100%	90%	93%	100%
Overall Speed Calibration Percentage										94%			

Table 20
Existing 2016 PM VISSIM Model Speed Calibration

Segment	Length (ft)	PM Model Speed (mph)				PM Field Speed (mph)				PM Speed Calibration			
		Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average
Northbound – Florida's Turnpike													
Atlantic Boulevard	1866.2	70.4	70.0	70.2	70.2	67.5	63.5	63.5	64.9	Calibrated	Calibrated	Calibrated	Calibrated
Coconut Creek Parkway	1577.4	70.5	70.3	70.3	70.4	72.0	63.5	67.5	67.7	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1815.5	70.5	70.4	70.5	70.5	75.8	72.0	72.0	73.3	Calibrated	Calibrated	Calibrated	Calibrated
Sawgrass Expressway	915.7	61.3	58.3	60.0	59.9	60.0	65.5	65.5	63.6	Calibrated	Calibrated	Calibrated	Calibrated
Glades Road	1677.9	70.1	69.6	69.8	69.8	67.5	74.5	67.5	69.8	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – Florida's Turnpike													
Glades Road	1204.9	70.8	70.6	70.7	70.7	75.8	72.0	72.0	73.3	Calibrated	Calibrated	Calibrated	Calibrated
Sawgrass Expressway	5076.9	71.4	71.3	71.3	71.3	69.9	73.5	72.0	71.8	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1253.9	71.0	70.9	70.9	71.0	63.5	72.0	77.1	70.9	Calibrated	Calibrated	Calibrated	Calibrated
Coconut Creek Parkway	1583.4	70.6	70.5	70.5	70.5	72.0	72.0	72.0	72.0	Calibrated	Calibrated	Calibrated	Calibrated
Atlantic Boulevard	1331.6	70.3	70.1	70.2	70.2	63.5	72.0	72.0	69.2	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – Sawgrass Expressway													
North University Drive	4670.3	72.9	72.8	72.9	72.9	75.3	72.8	73.6	73.9	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2972.8	72.6	72.3	72.4	72.4	75.4	72.0	75.6	74.3	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3071.8	72.4	72.2	72.3	72.3	73.8	78.5	76.1	76.1	Calibrated	Calibrated	Calibrated	Calibrated
Florida's Turnpike	6347.6	64.6	64.5	64.5	64.5	62.7	64.7	64.3	63.9	Calibrated	Calibrated	Calibrated	Calibrated
Westbound – Sawgrass Expressway													
Florida's Turnpike	2718.2	51.3	51.5	52.0	51.6	54.5	50.7	55.1	53.5	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3673.8	61.9	61.6	61.6	61.7	67.5	63.8	65.9	65.7	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2463.3	66.4	66.2	66.0	66.2	70.6	66.7	68.4	68.5	Calibrated	Calibrated	Calibrated	Calibrated
North University Drive	3095.5	67.3	66.9	66.9	67.0	70.5	63.3	67.1	67.0	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – SW 10th Street													
Florida's Turnpike to Powerline Road	3936.3	26.6	25.7	26.1	26.1	26.3	18.6	29.1	24.7	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to South Military Trail	7533.5	40.7	40.3	40.4	40.5	36.8	34.2	41.7	37.6	Calibrated	Calibrated	Calibrated	Calibrated
South Military Trail to FAU Boulevard	4486.0	23.0	22.1	22.3	22.4	18.0	16.2	17.9	17.4	Calibrated	Calibrated	Calibrated	Calibrated
Westbound – SW 10th Street													
FAU Boulevard to S Military Trail	4469.3	17.8	15.0	12.4	15.1	15.5	9.2	13.1	12.6	Calibrated	Calibrated	Calibrated	Calibrated
S Military Trail to Powerline Road	7560.7	25.4	24.7	24.8	25.0	24.0	23.9	24.5	24.2	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to Florida's Turnpike	3656.8	48.3	47.3	47.3	47.6	47.0	41.2	43.6	44.0	Calibrated	Calibrated	Calibrated	Calibrated
Northbound – I-95													
Sample Road	2325.2	55.6	54.0	49.5	53.0	50.5	45.8	63.3	53.2	Calibrated	Calibrated	Uncalibrated	Calibrated
SW 10th Street	1446.4	58.6	57.0	56.7	57.4	56.8	60.0	65.5	60.8	Calibrated	Calibrated	Calibrated	Calibrated
Hillsboro Boulevard	1674.3	55.8	53.8	54.5	54.7	61.4	60.8	64.3	62.2	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – I-95													
Hillsboro Boulevard	2118.0	28.1	20.4	21.3	23.3	24.0	22.5	38.9	28.5	Calibrated	Calibrated	Uncalibrated	Calibrated
SW 10th Street	2220.4	54.8	54.0	53.9	54.2	55.4	56.5	51.4	54.4	Calibrated	Calibrated	Calibrated	Calibrated
Sample Road	2323.7	47.5	38.2	35.6	40.4	60.0	29.7	27.7	39.1	Uncalibrated	Calibrated	Calibrated	Calibrated
Per Hour Speed Calibration Percentage										97%	100%	93%	100%
Overall Speed Calibration Percentage										97%			

Charts 1 through **32** show GPS and HERE field speeds compared to the AM and PM three-hour peak period models for the Florida's Turnpike, Sawgrass Expressway/SW 10th Street, and I-95.

The goal of the calibration effort was to have the model produce speed trends and speed values similar to the field GPS data during the peak periods. In **Charts 1** through **32**, variance between model and field GPS speeds can be observed on the heavily congested mainline segments due to daily randomness in the start and end time of congestion; however, speed variance on uncongested mainline segments was less and values closely matched the field GPS data.

Chart 1
Northbound Florida's Turnpike Speeds – AM Peak Period

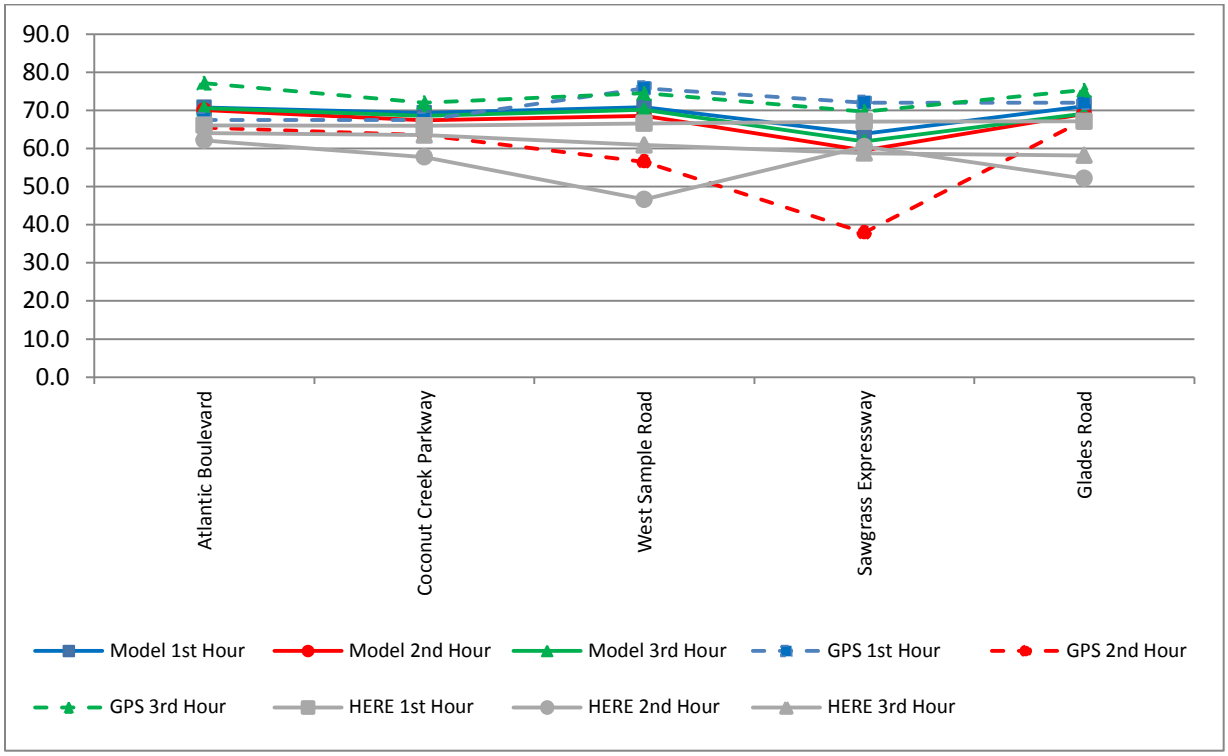


Chart 2
Southbound Florida's Turnpike Speeds – AM Peak Period

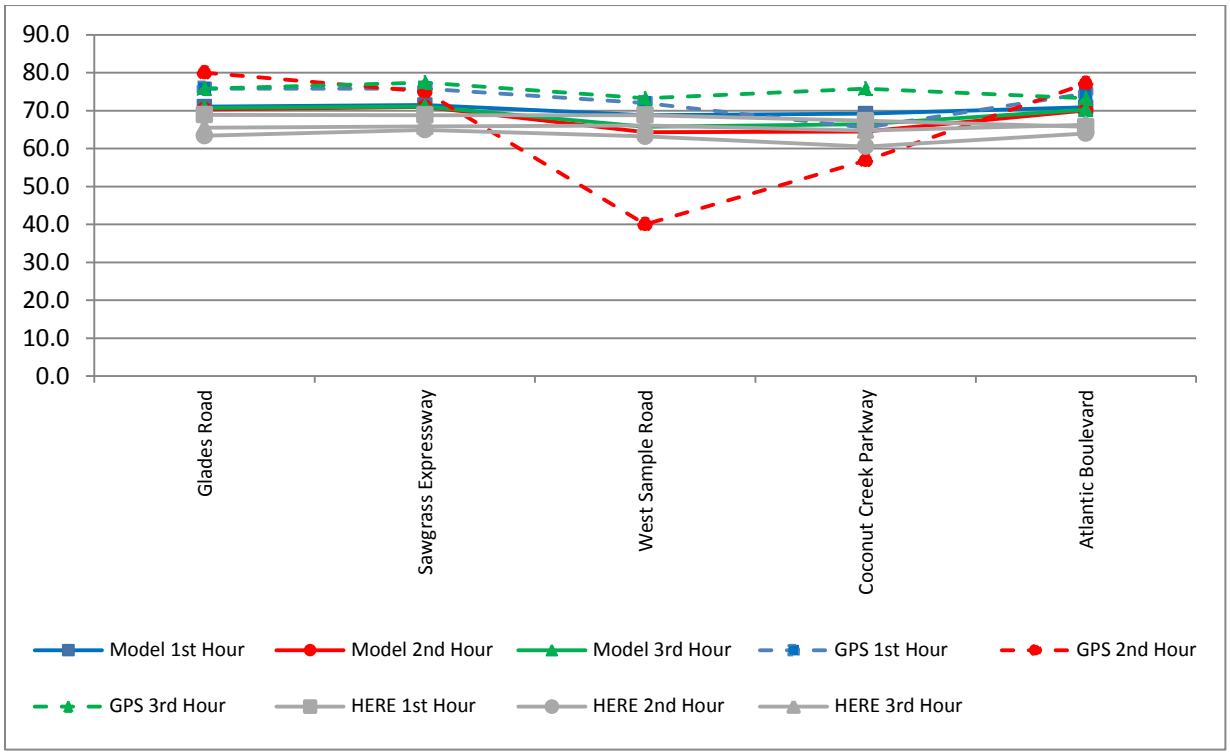


Chart 3
Northbound I-95 Speeds – AM Peak Period

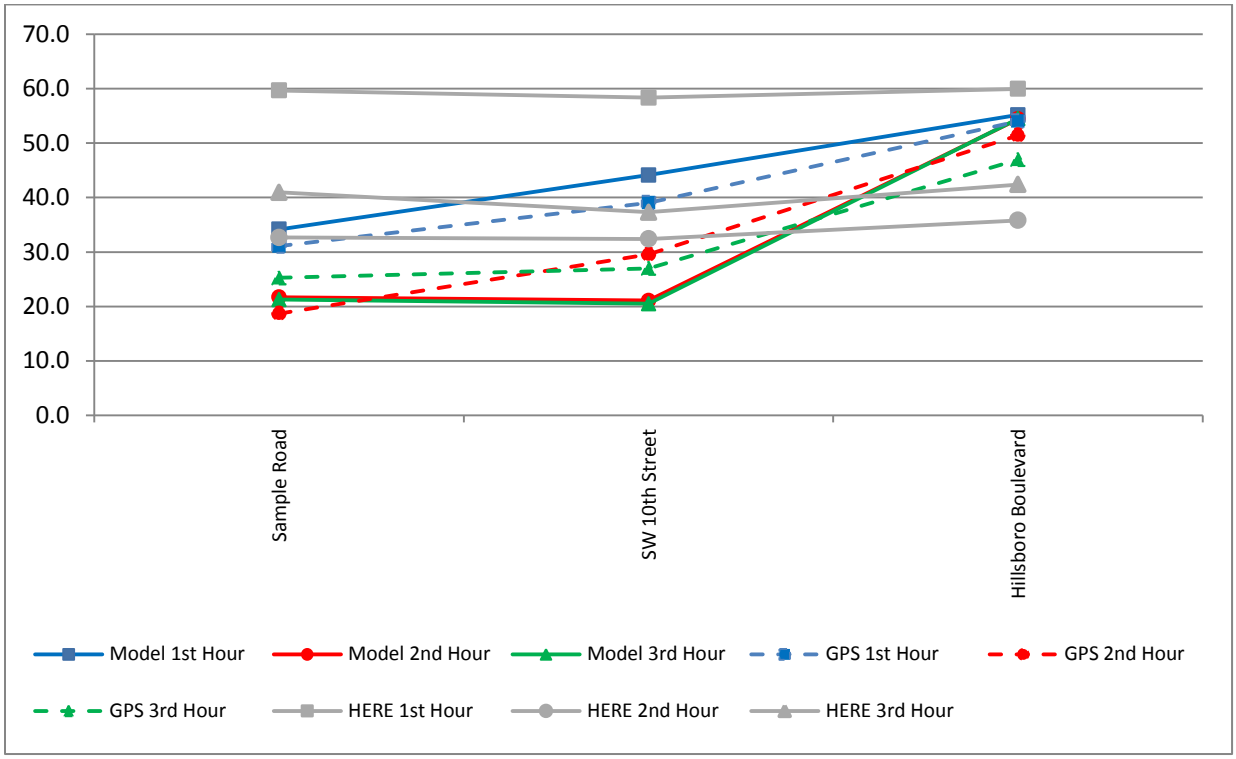


Chart 4
Southbound I-95 Speeds – AM Peak Period

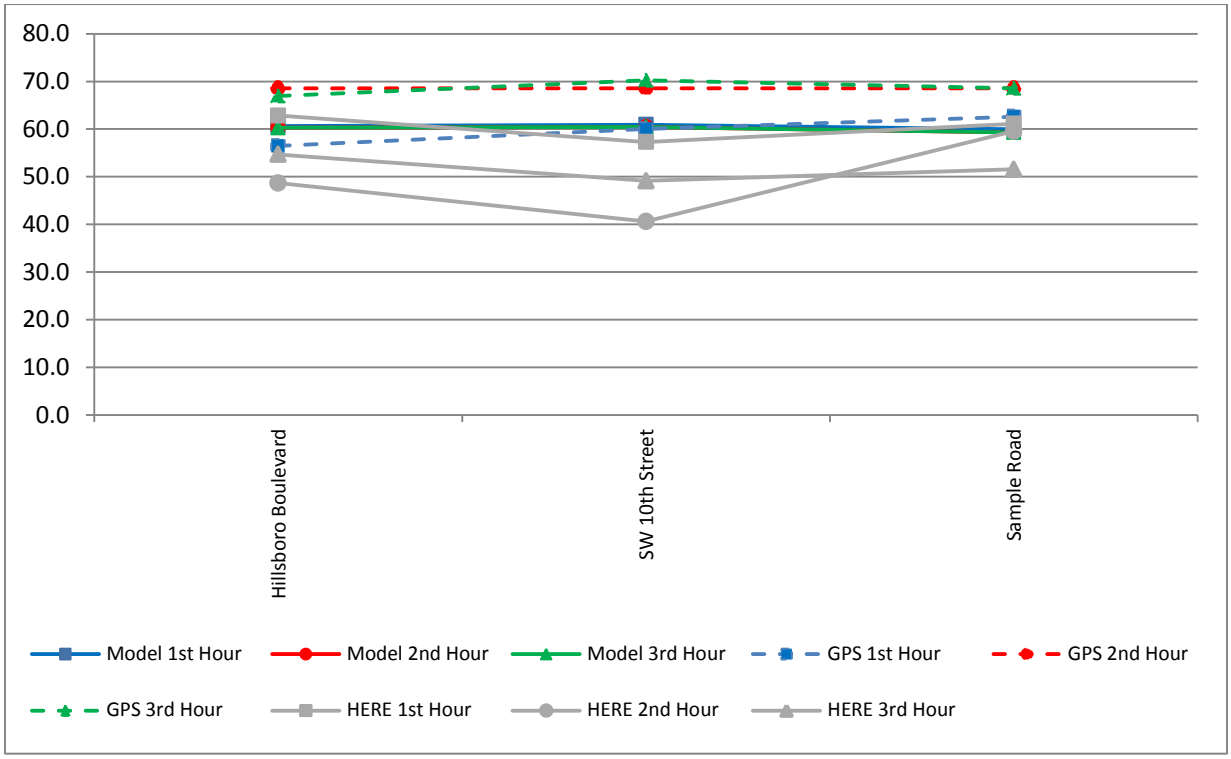


Chart 5
Eastbound Sawgrass Expressway Speeds – AM Peak Period

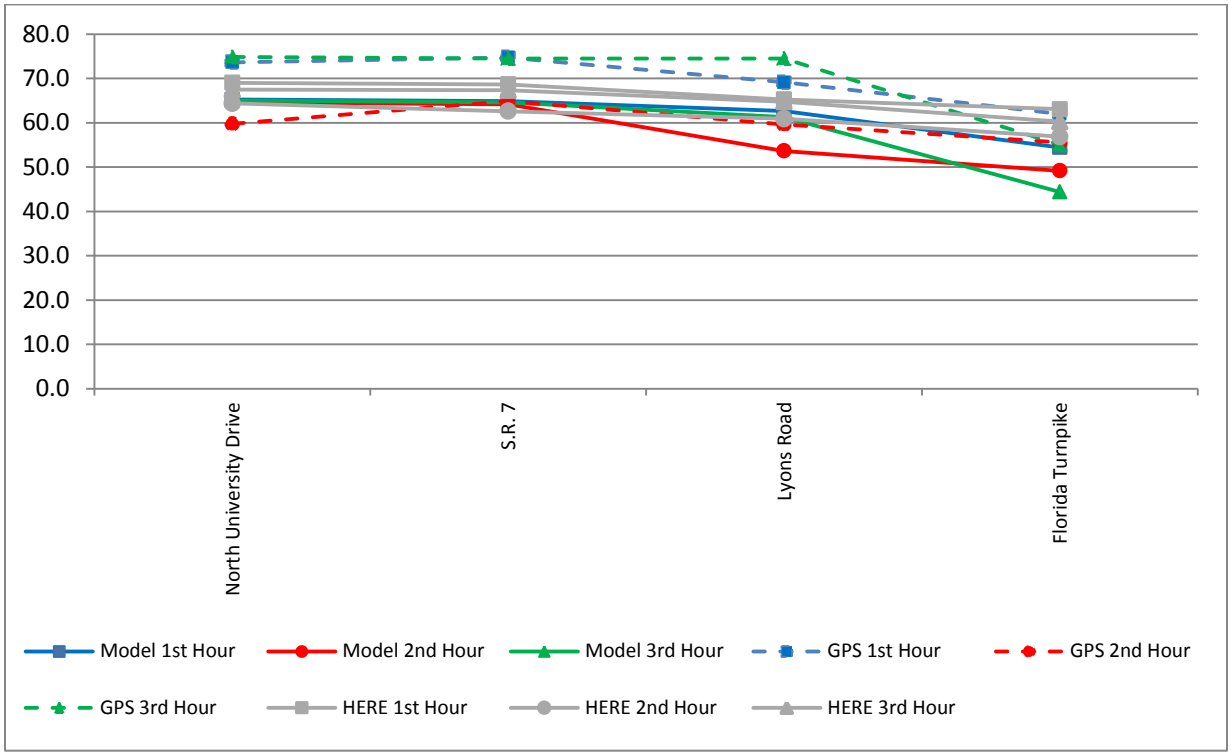


Chart 6
Westbound Sawgrass Expressway Speeds – AM Peak Period

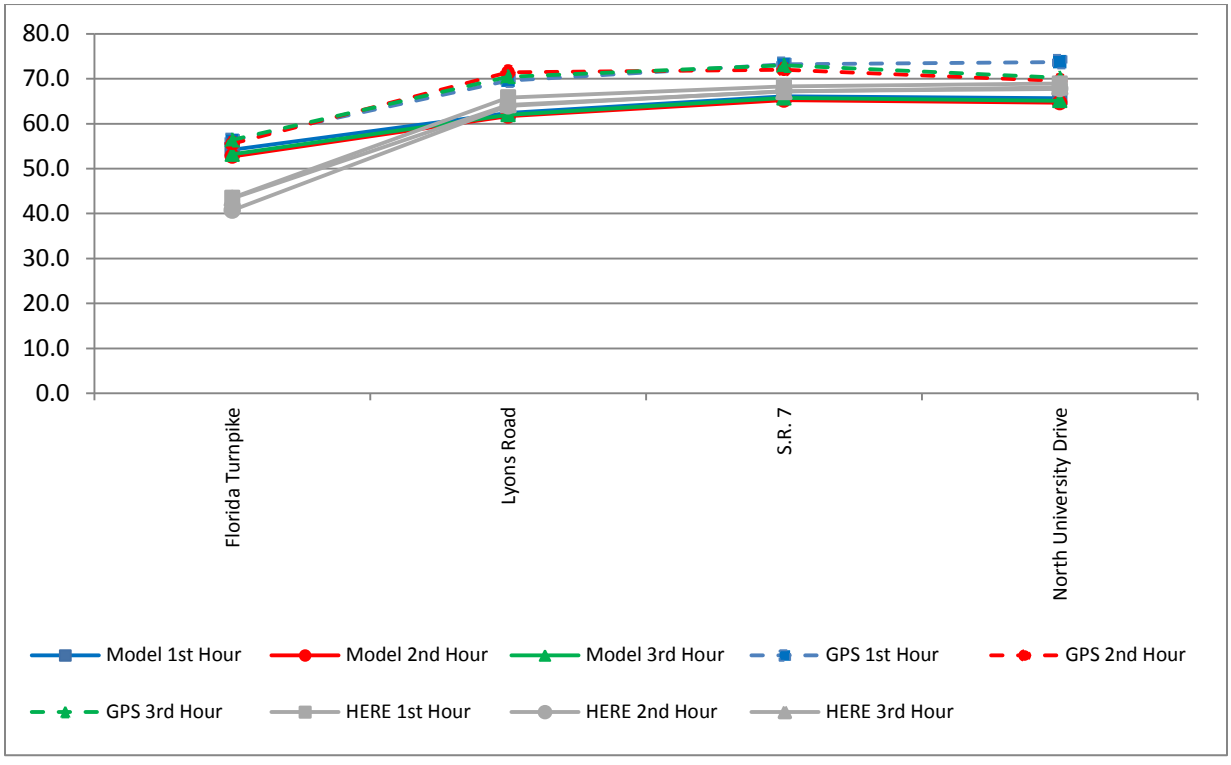


Chart 7
Eastbound SW 10th Street Speeds – AM Peak Period

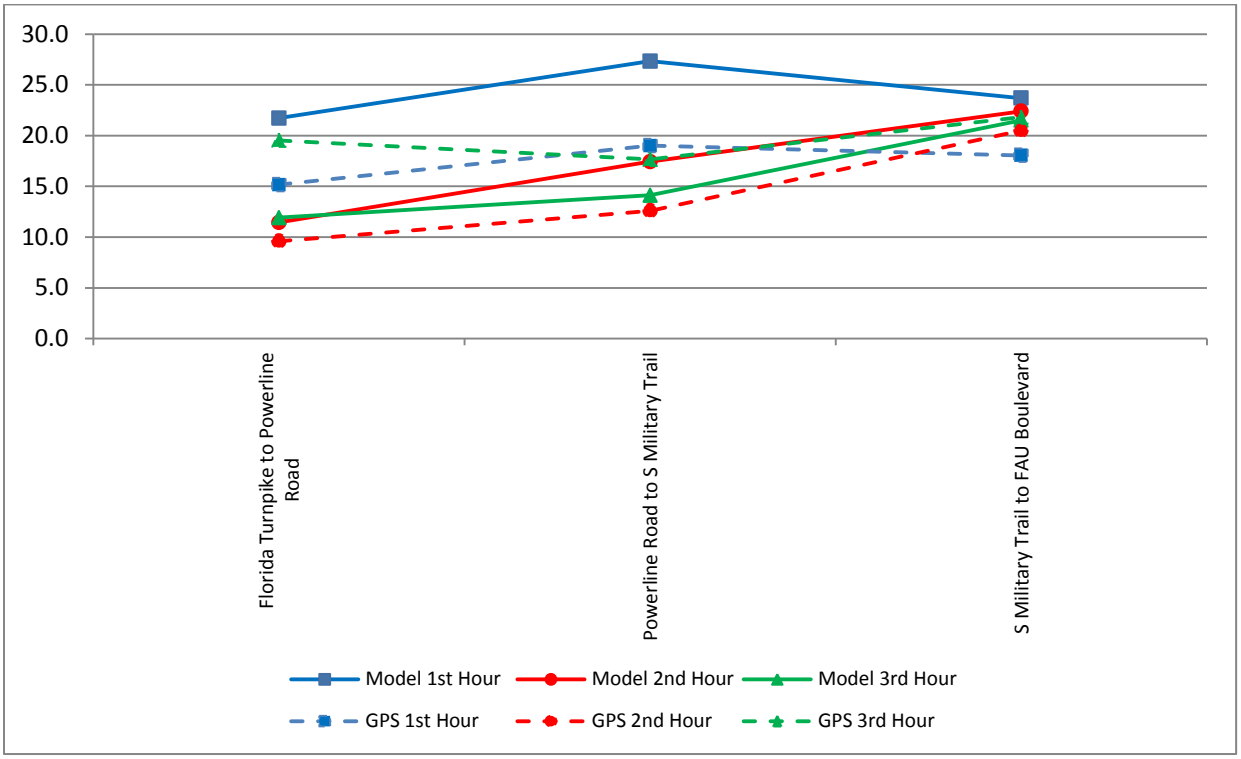


Chart 8
Westbound SW 10th Street Speeds – AM Peak Period

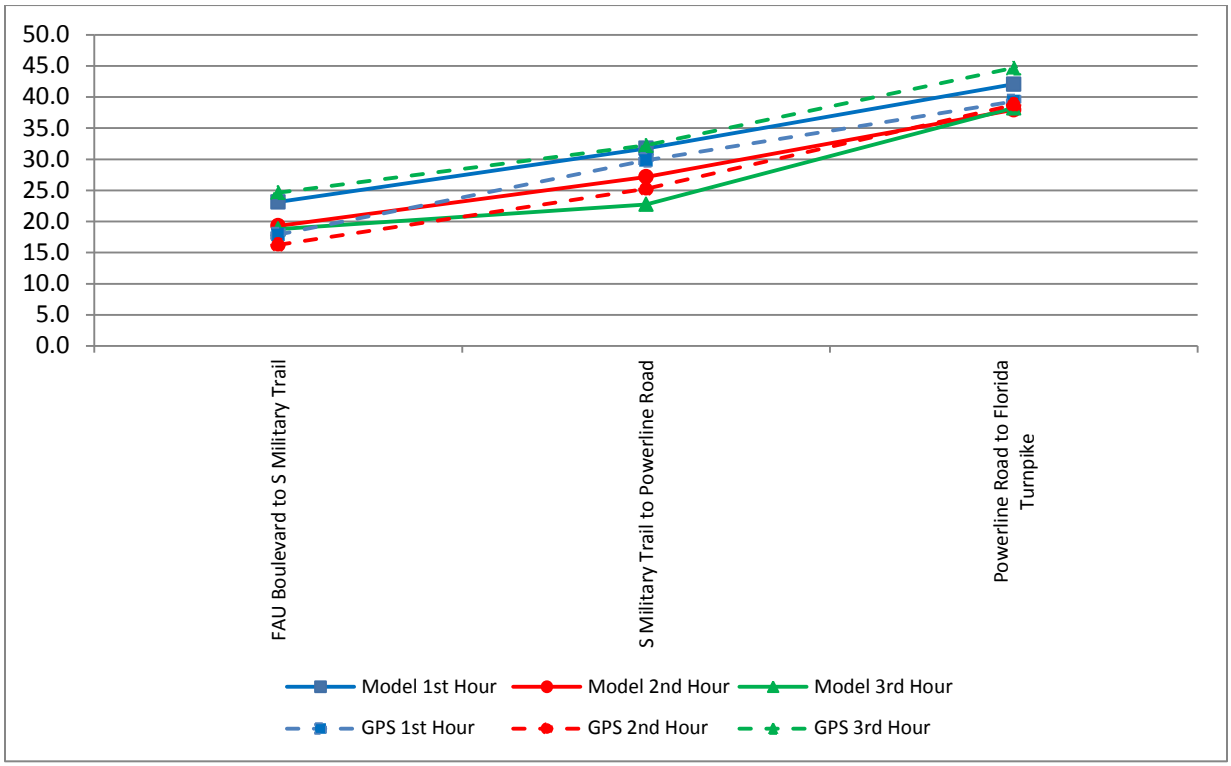


Chart 9
Northbound Florida's Turnpike Speeds – AM Average

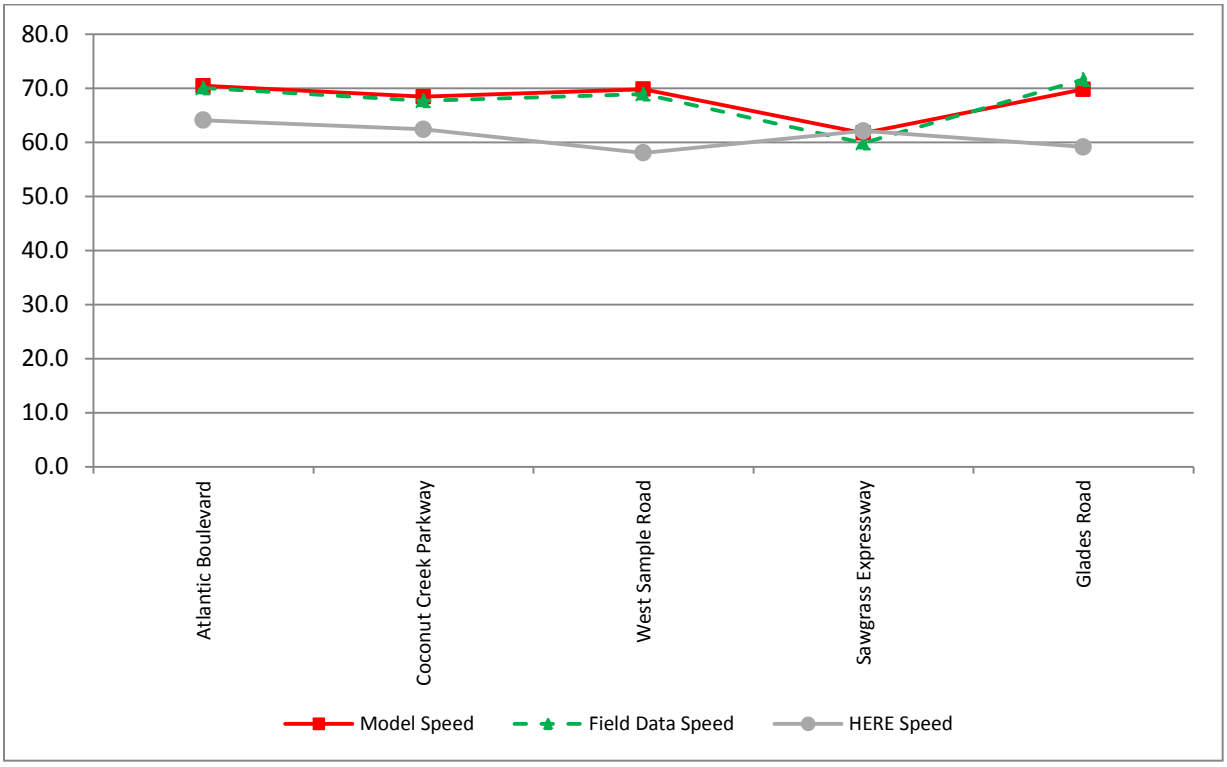


Chart 10
Southbound Florida's Turnpike Speeds – AM Average

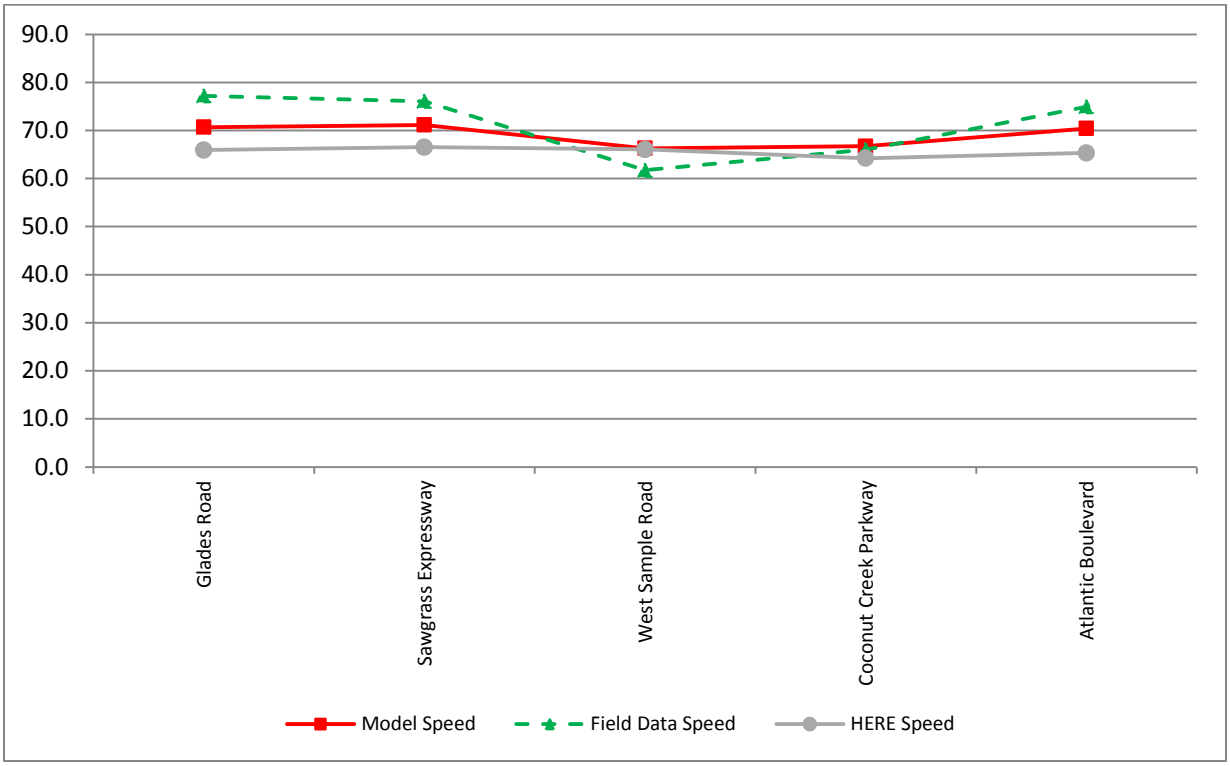


Chart 11
Northbound I-95 Speeds – AM Average

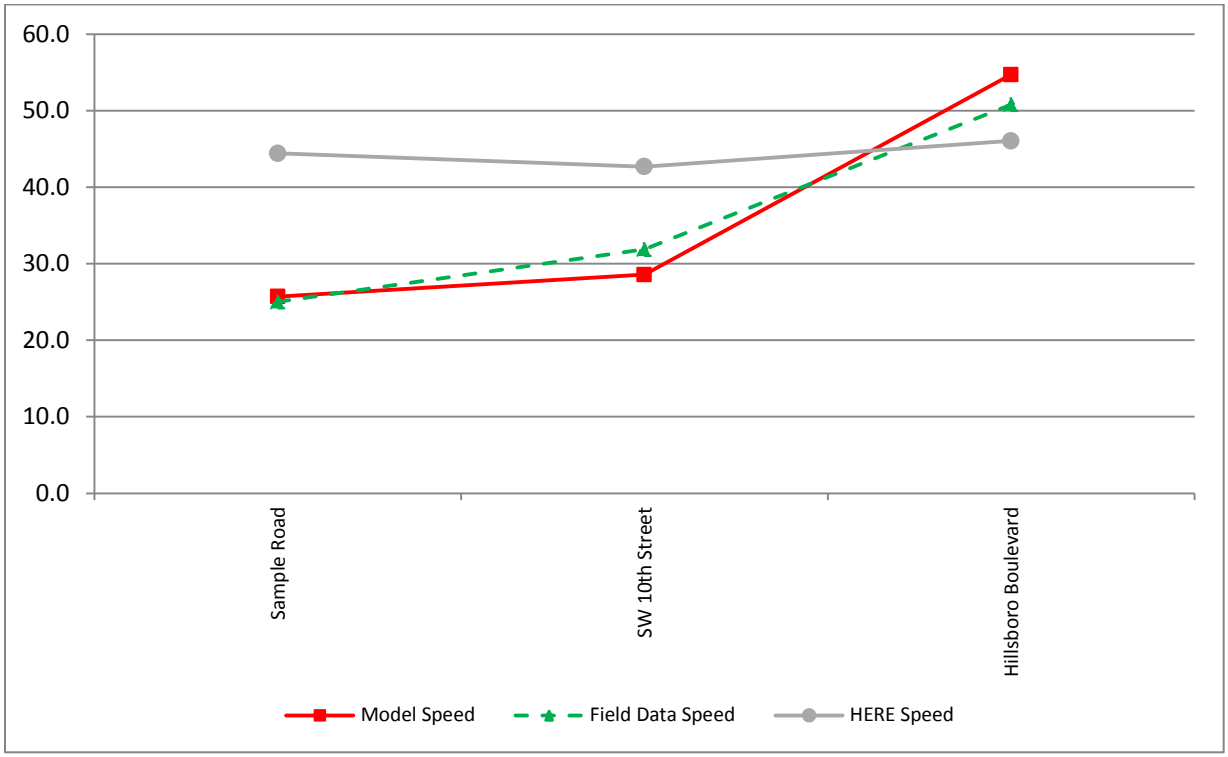


Chart 12
Southbound I-95 Speeds – AM Average

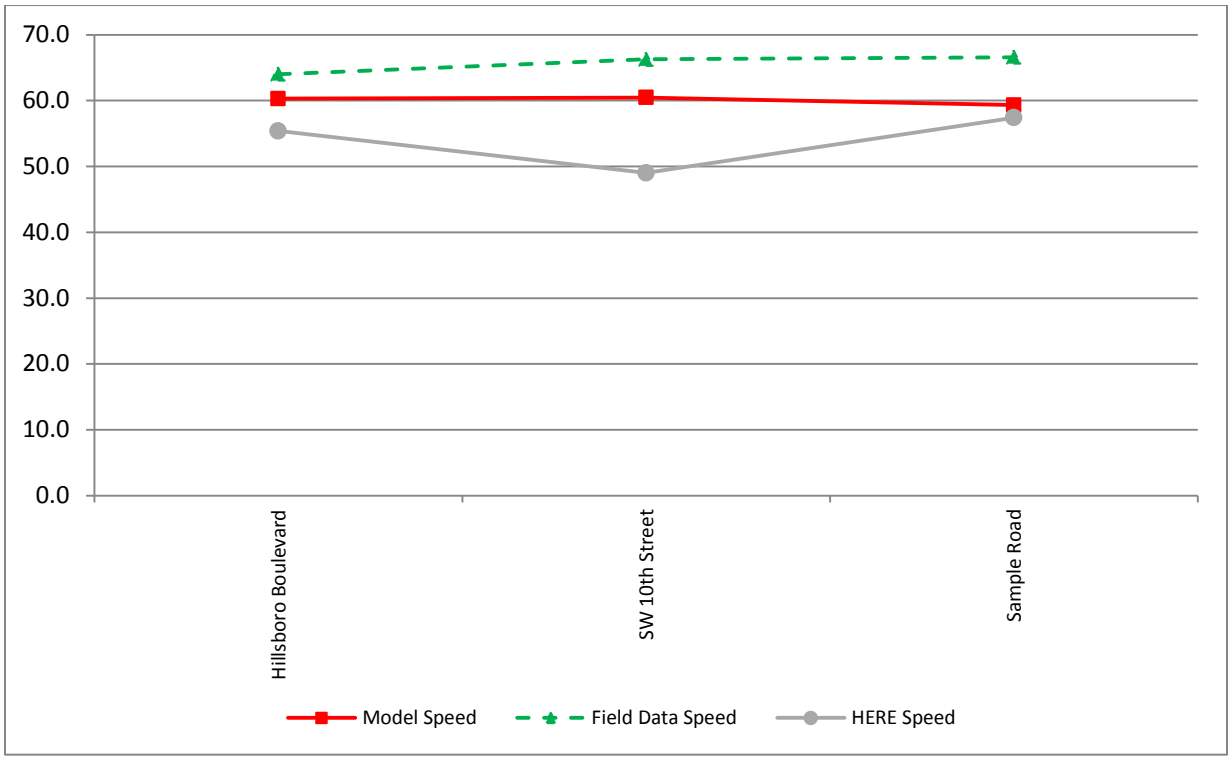


Chart 13
Eastbound Sawgrass Expressway Speeds – AM Average

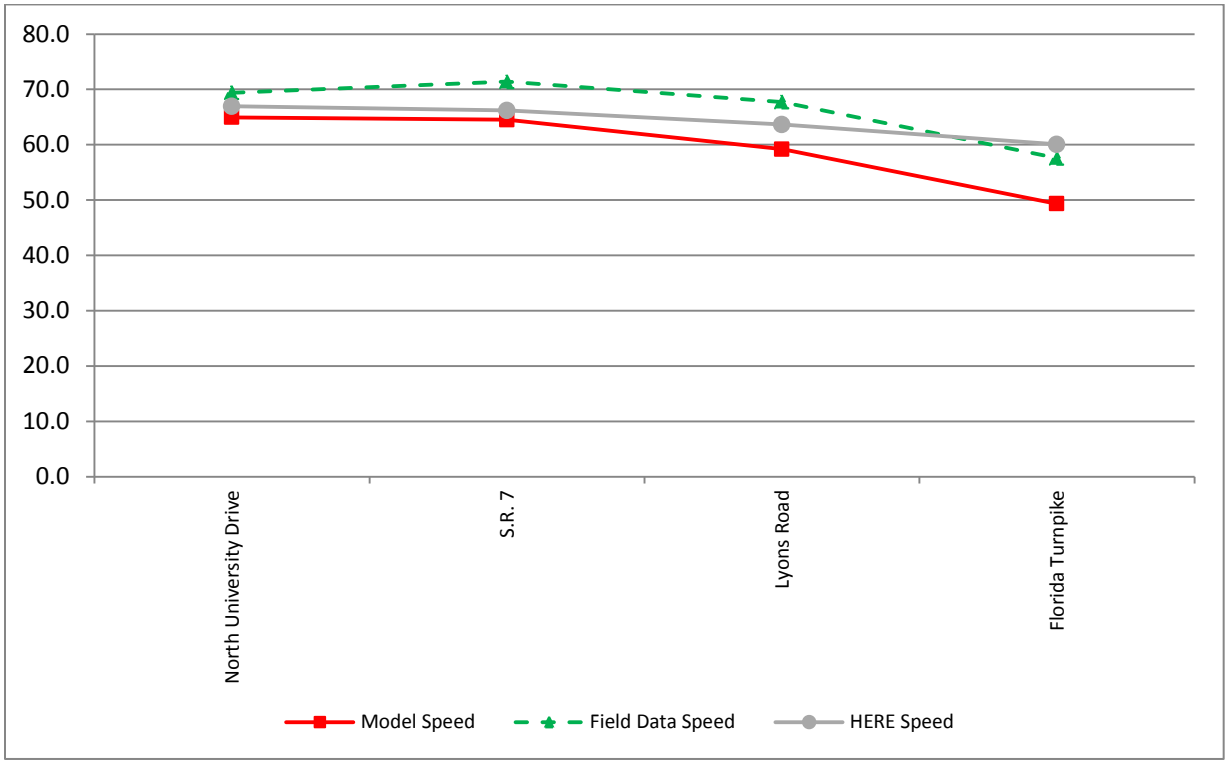


Chart 14
Westbound Sawgrass Expressway Speeds – AM Average

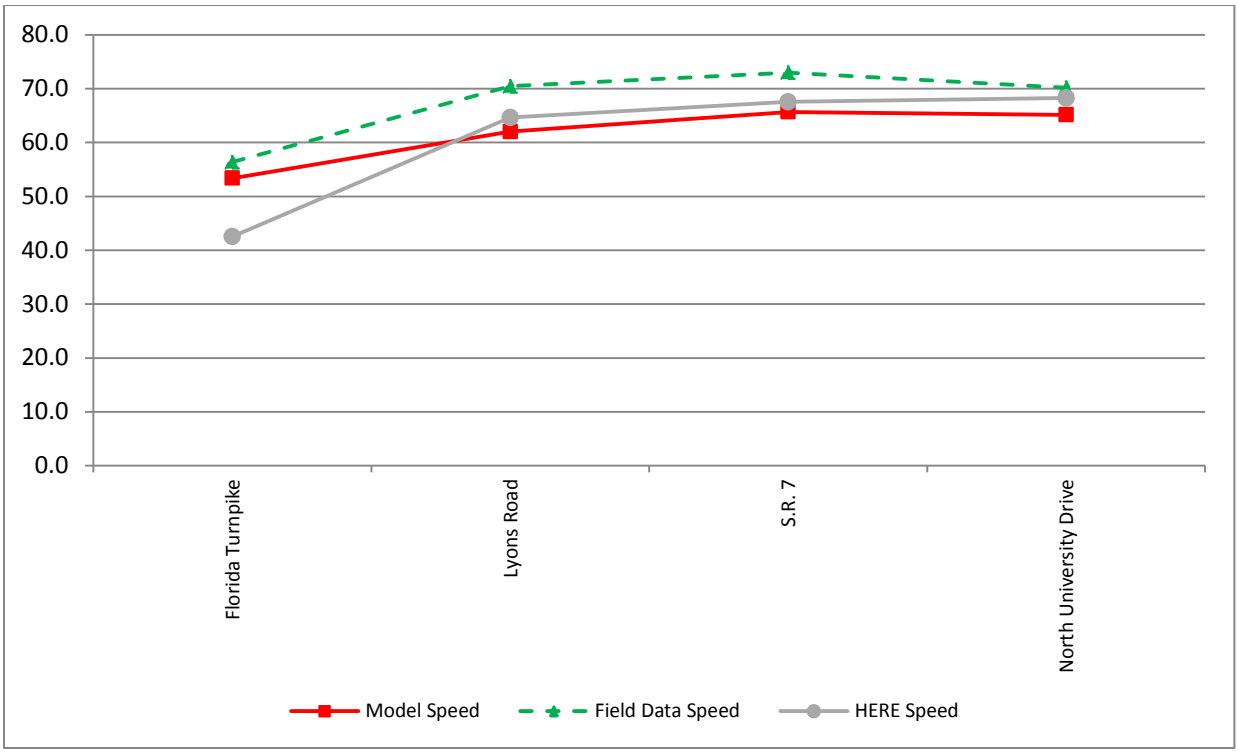


Chart 15
Eastbound SW 10th Street Speeds – AM Average

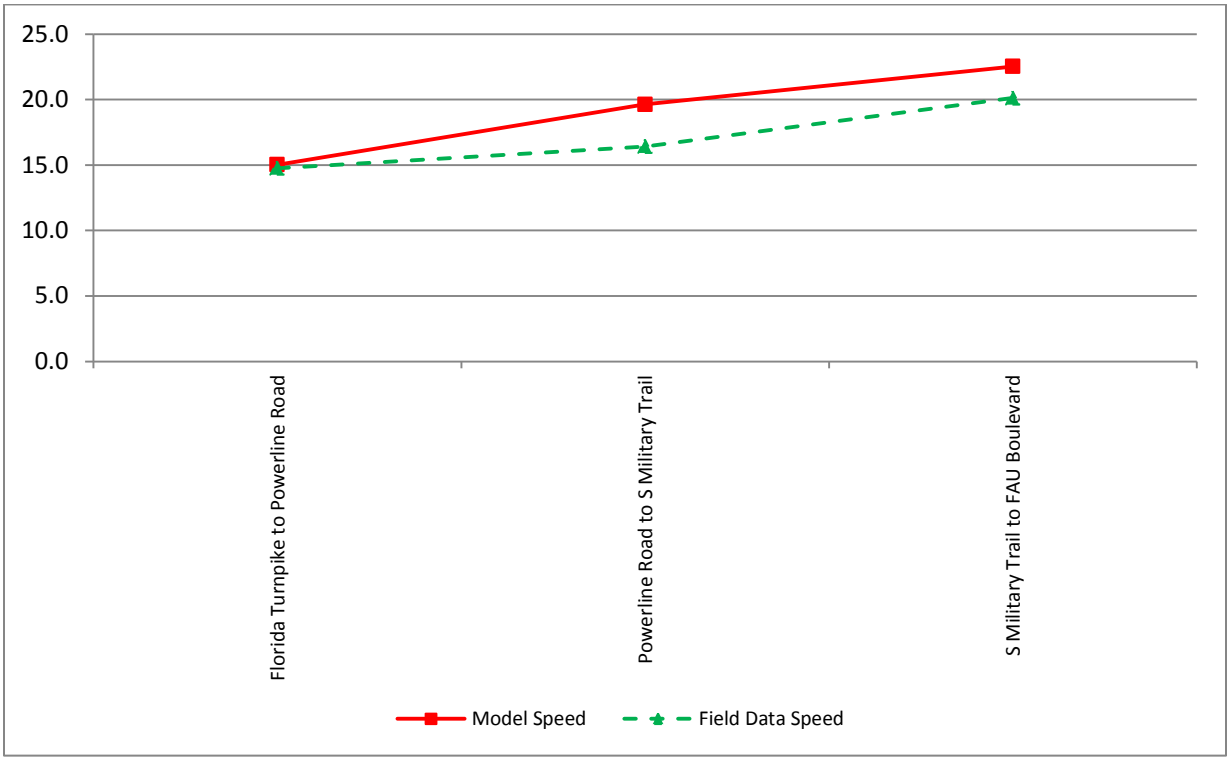


Chart 16
Eastbound SW 10th Street Speeds – AM Average

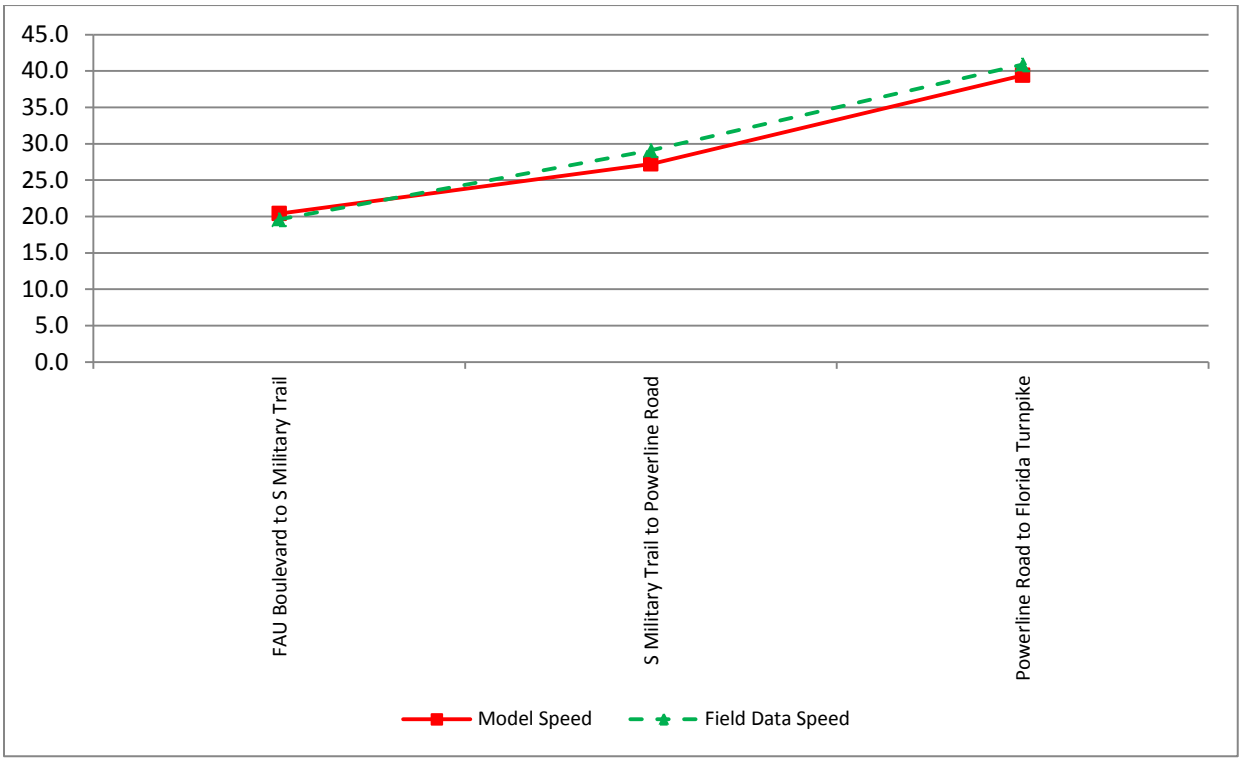


Chart 17
Northbound Florida's Turnpike Speeds – PM Peak Period

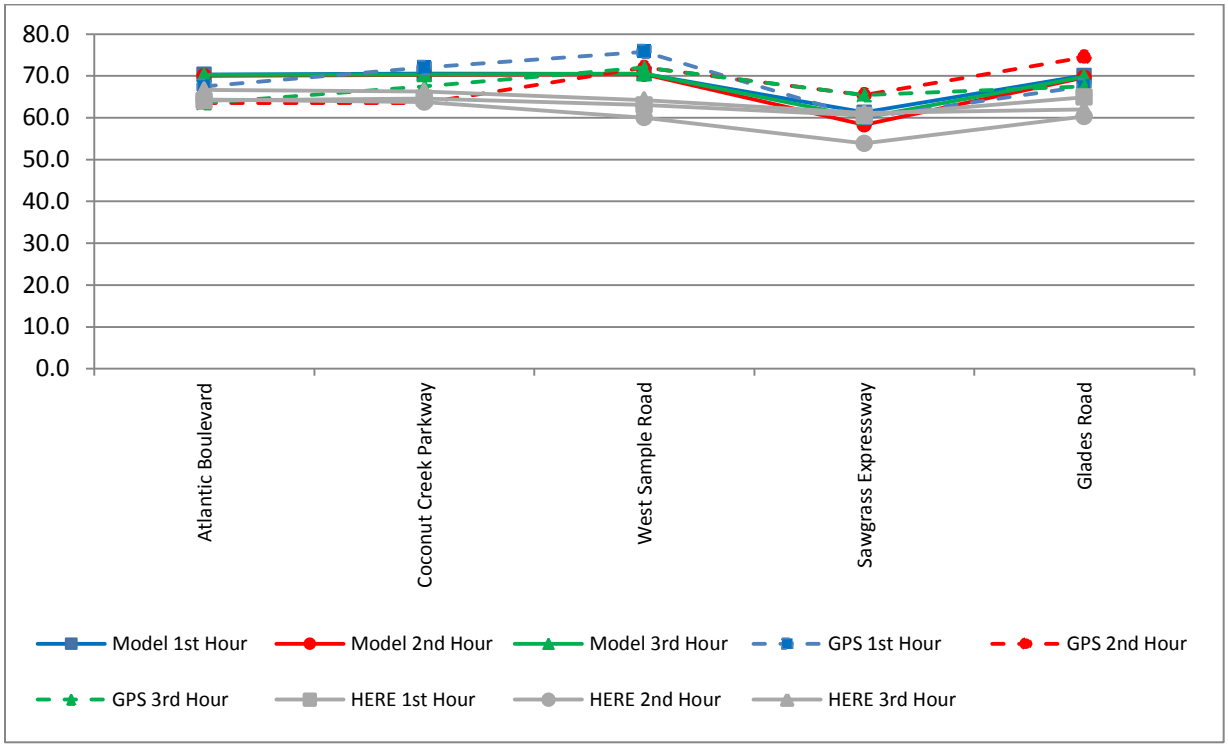


Chart 18
Southbound Florida's Turnpike Speeds – PM Peak Period

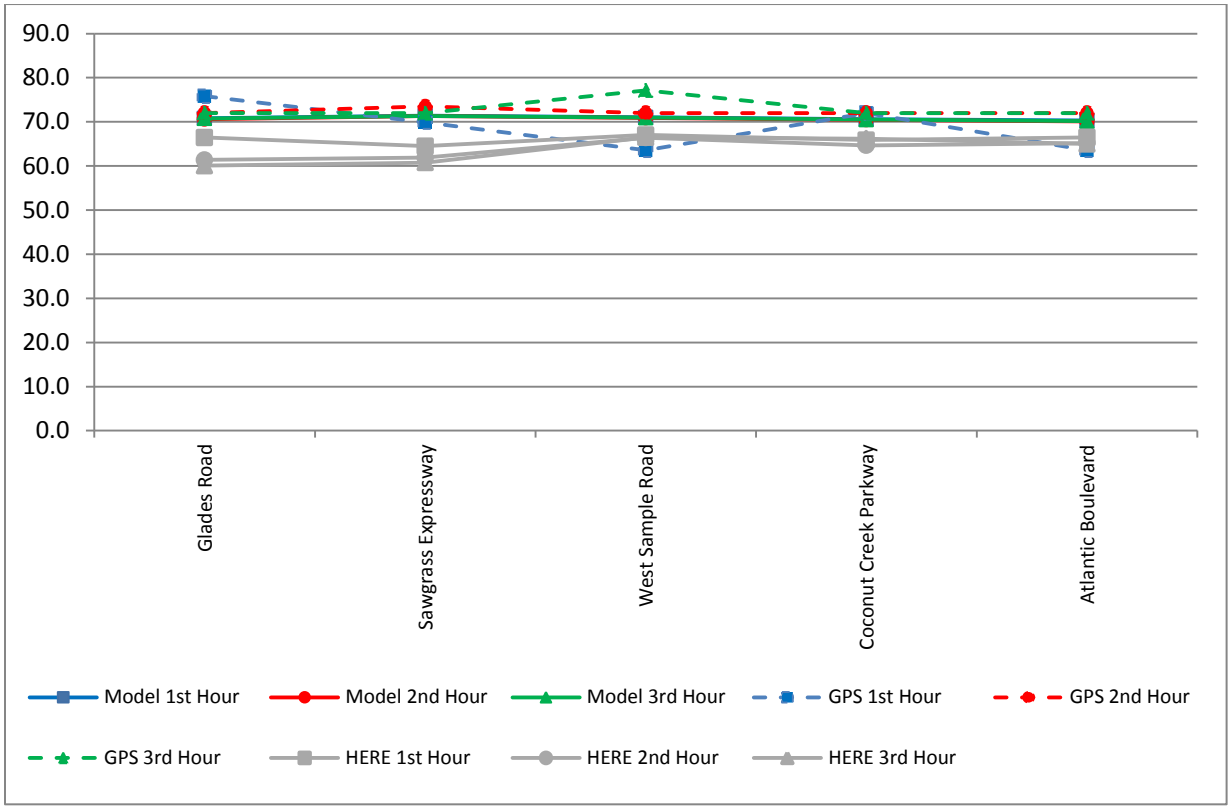


Chart 19
Northbound I-95 Speeds – PM Peak Period

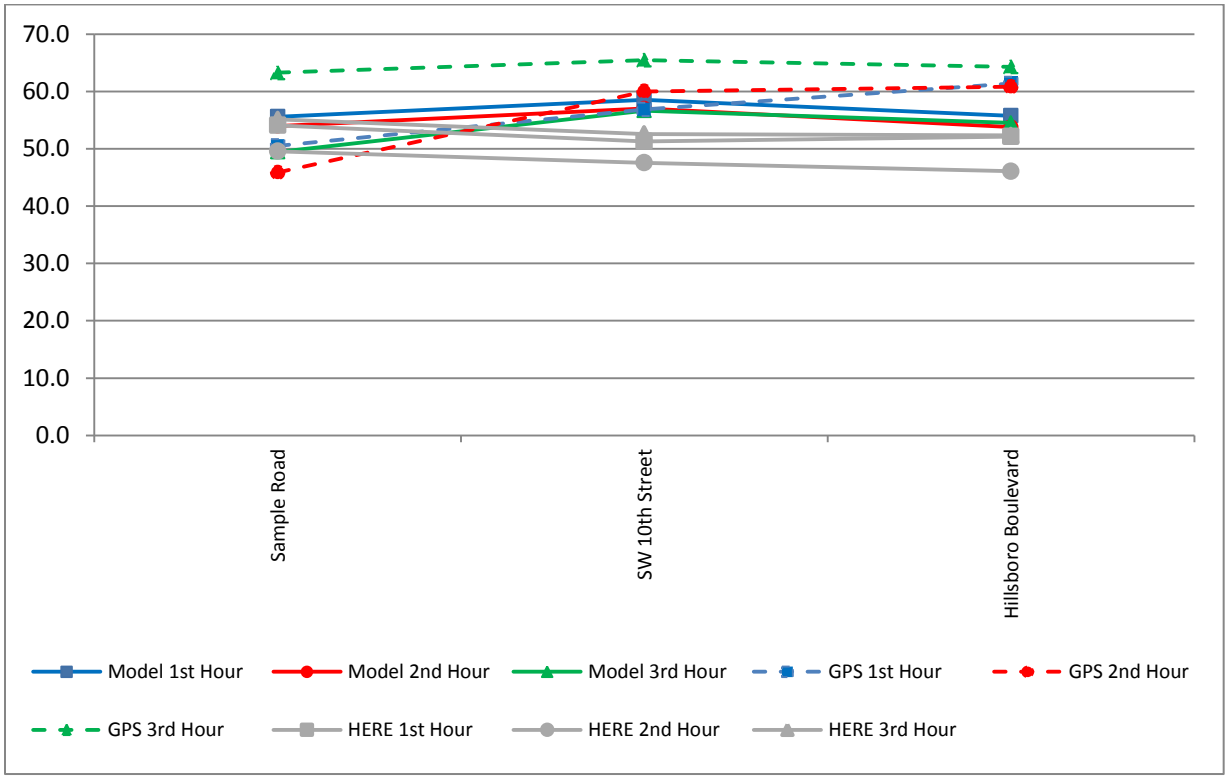


Chart 20
Southbound I-95 Speeds – PM Peak Period

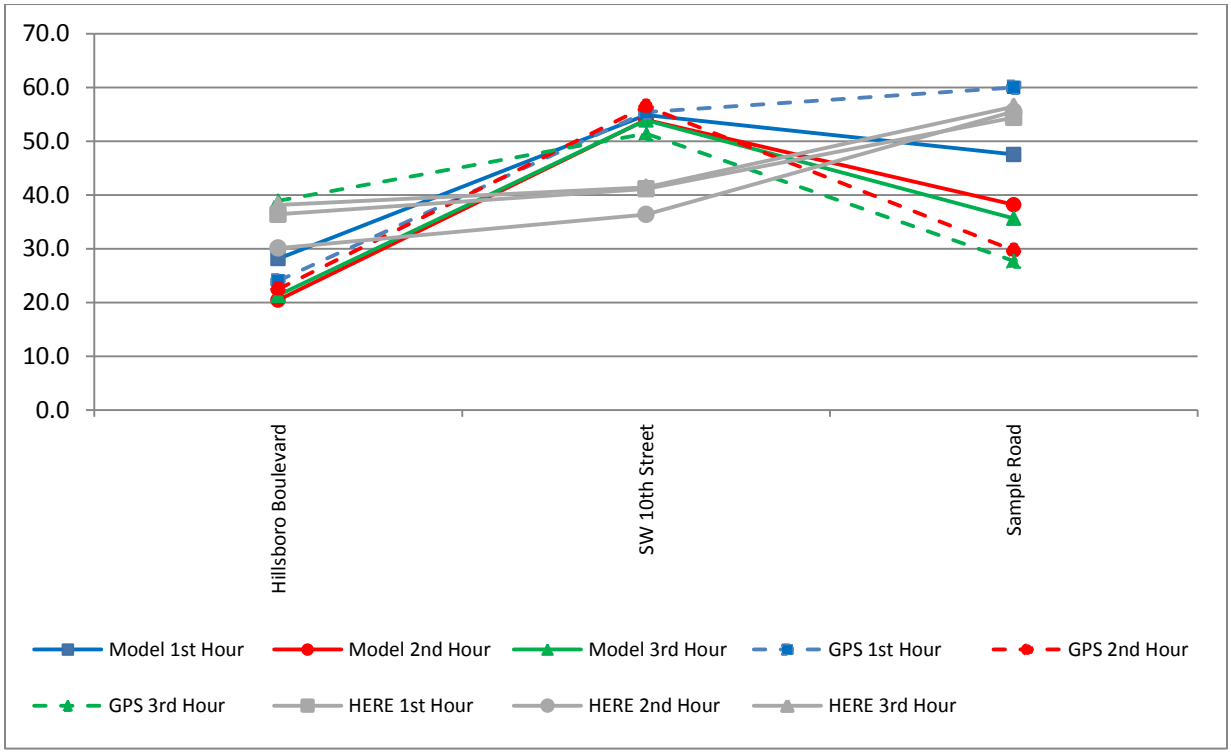


Chart 21
Eastbound Sawgrass Expressway Speeds – PM Peak Period

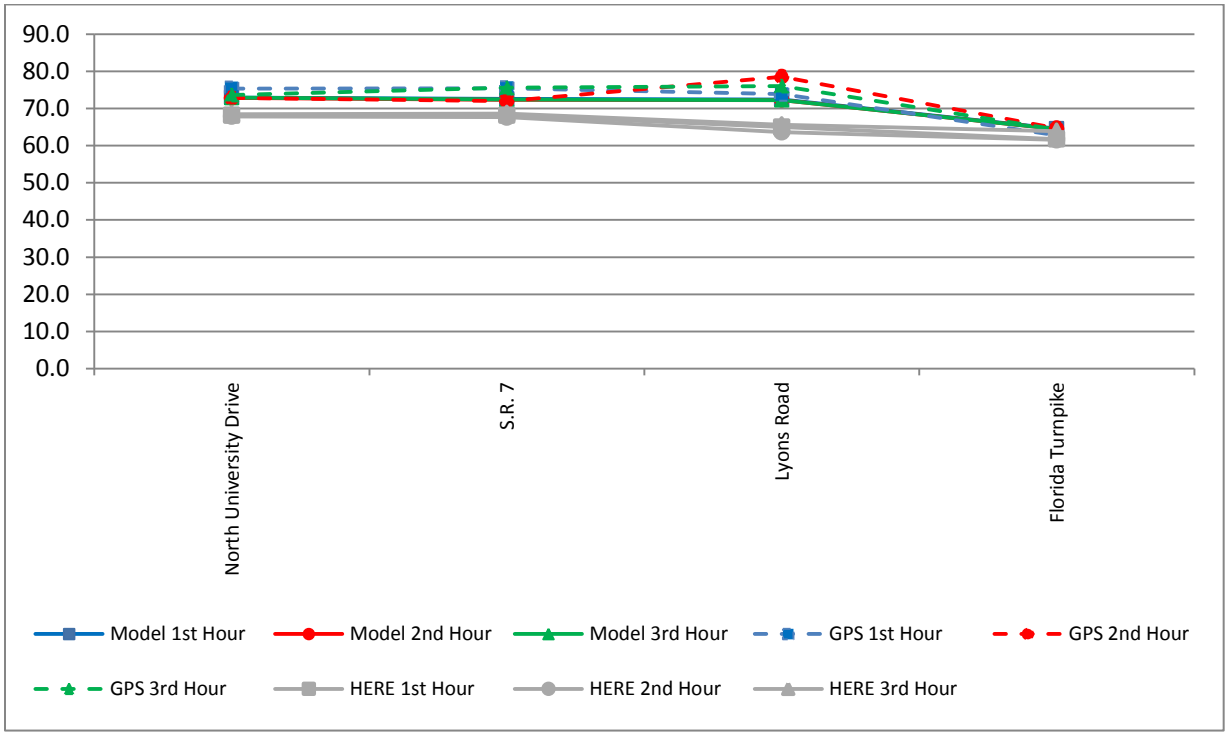


Chart 22
Westbound Sawgrass Expressway Speeds – PM Peak Period

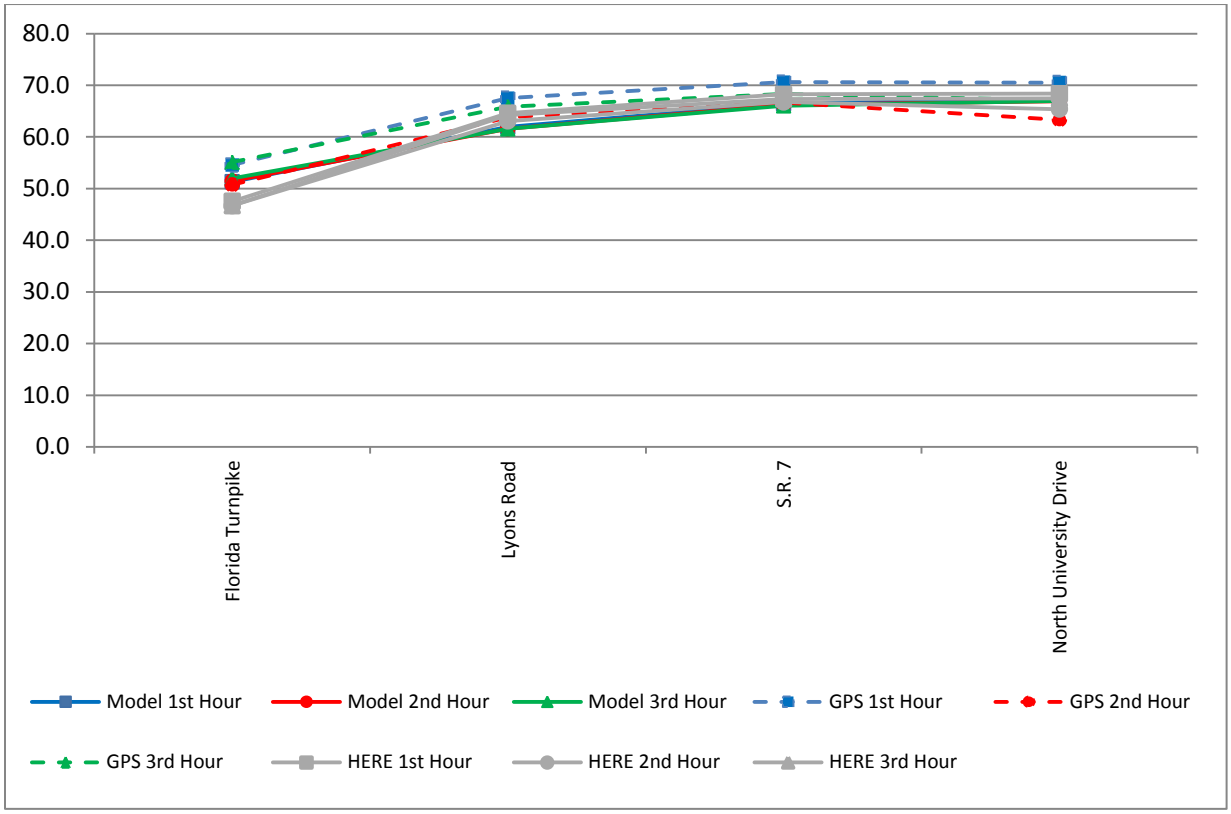


Chart 23
Eastbound SW 10th Street Speeds – PM Peak Period

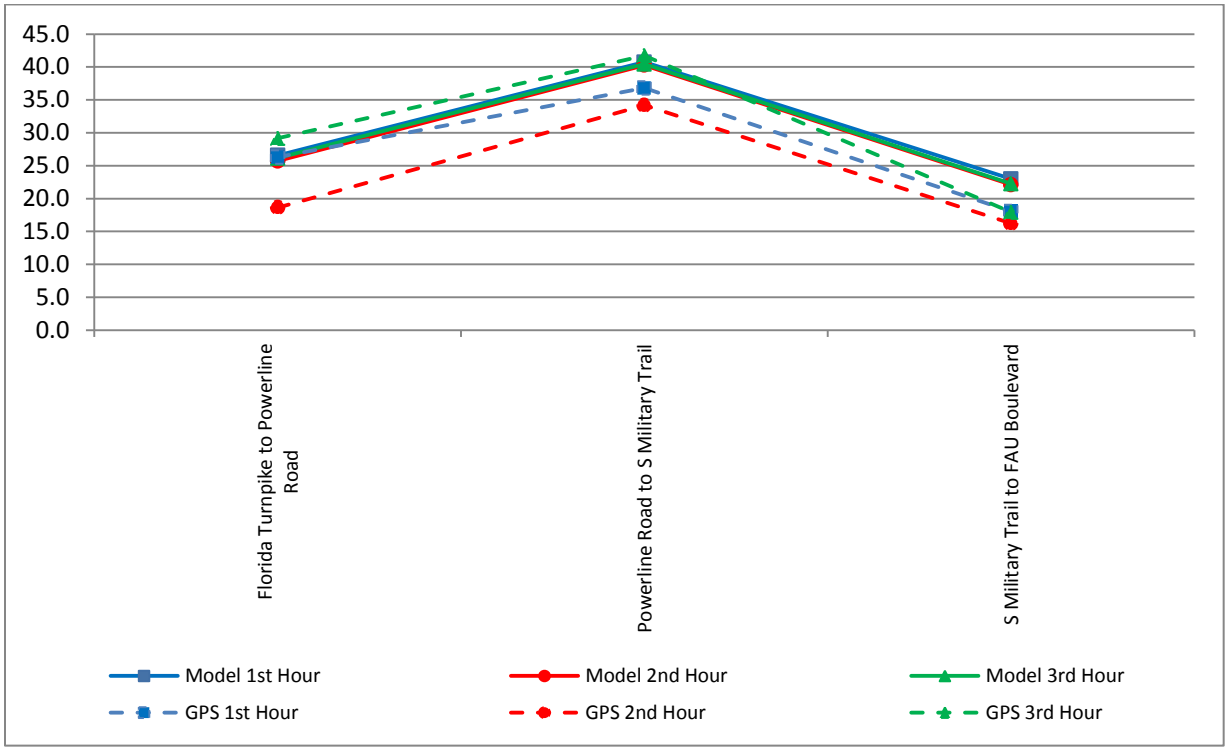


Chart 24
Westbound SW 10th Street Speeds – PM Peak Period

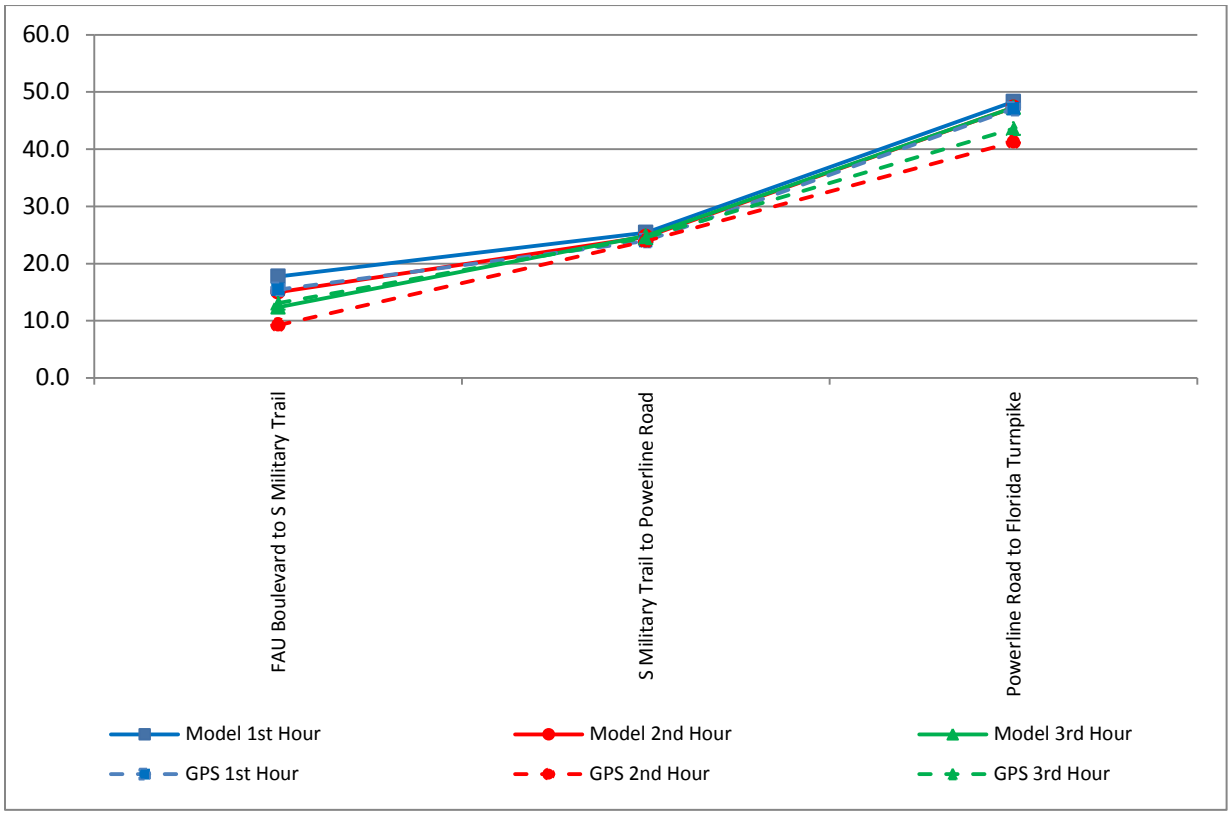


Chart 25
Northbound Florida's Turnpike Speeds – PM Average

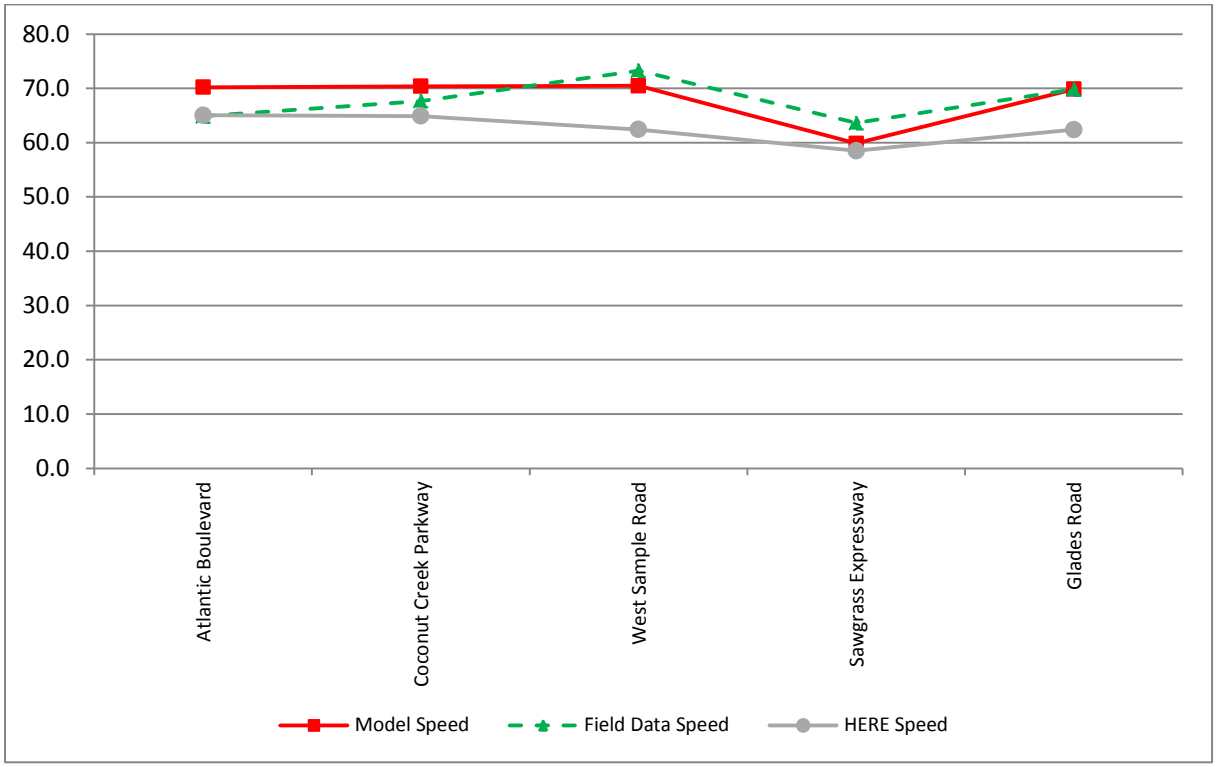


Chart 26
Southbound Florida's Turnpike Speeds – PM Average

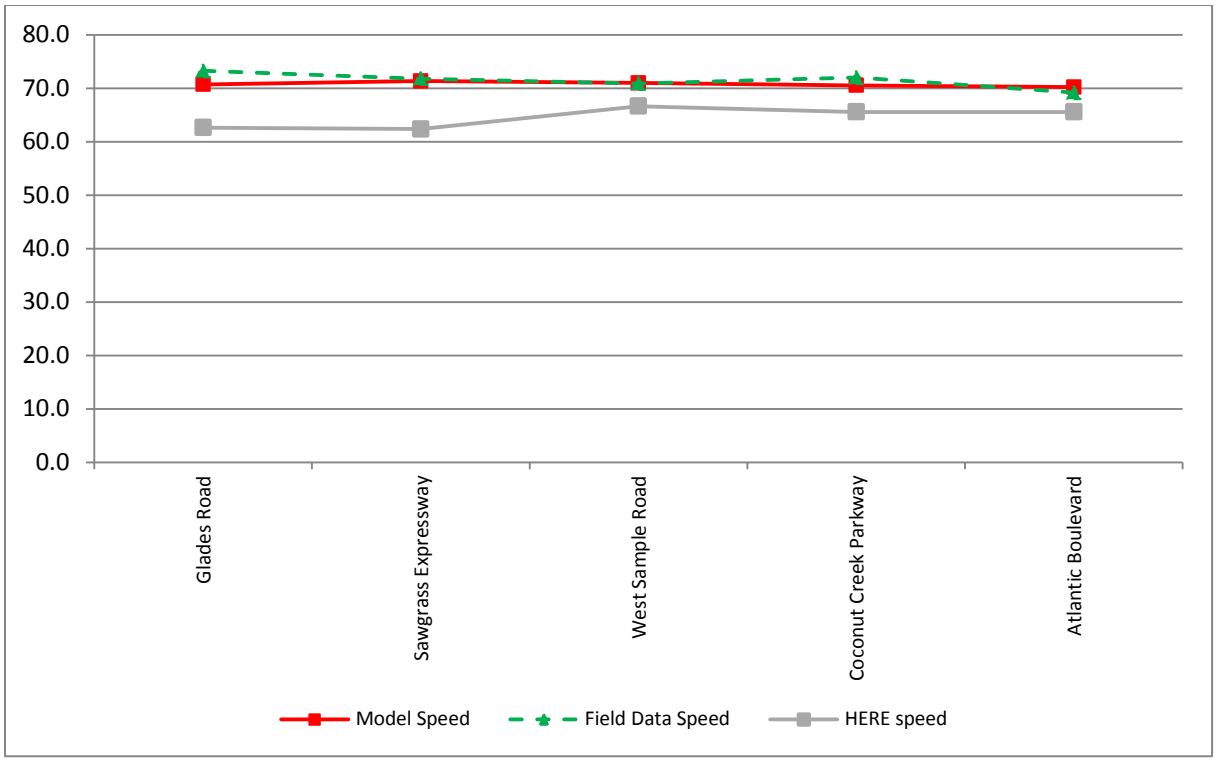


Chart 27
Northbound I-95 Speeds – PM Average

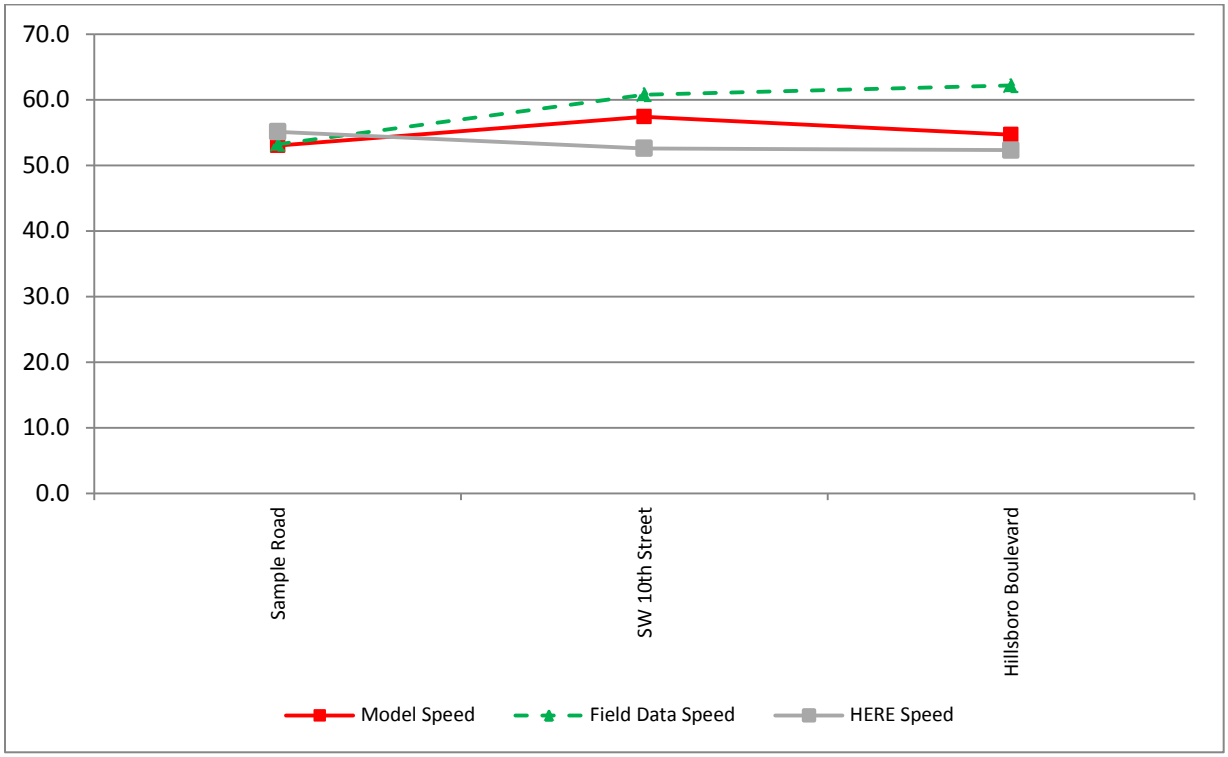


Chart 28
Southbound I-95 Speeds – PM Average

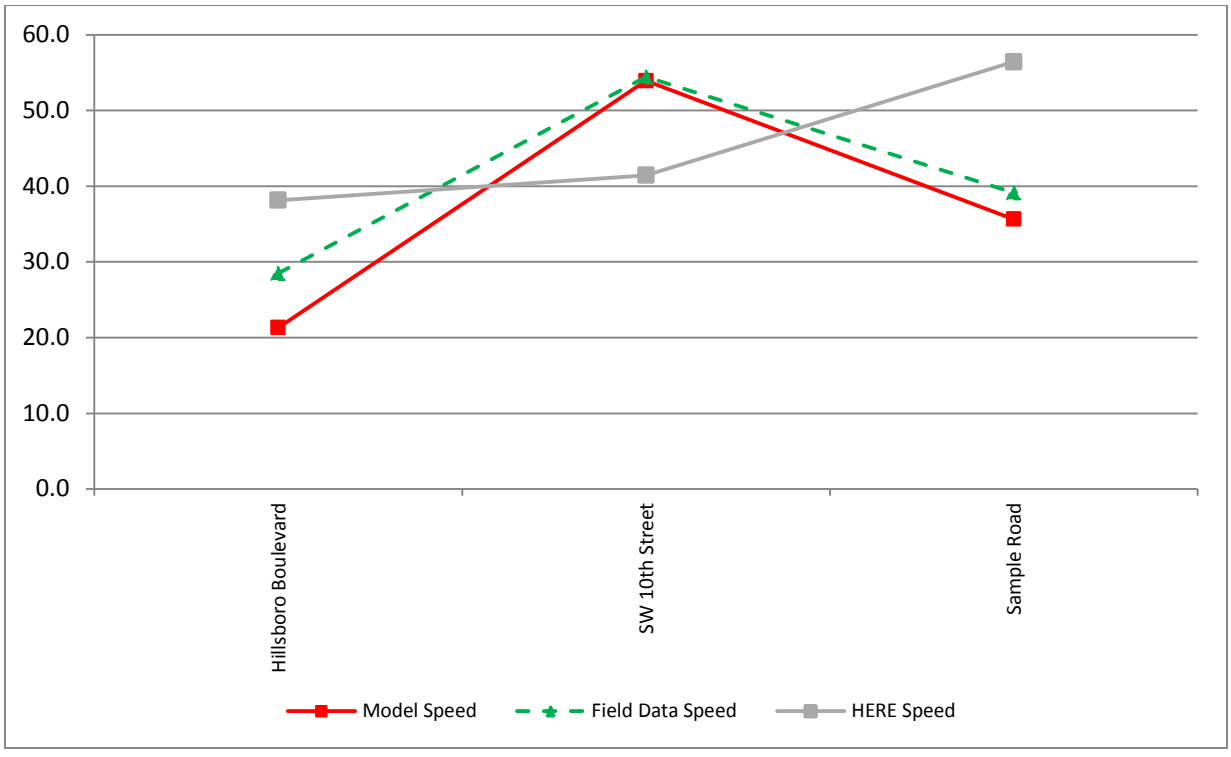


Chart 29
Eastbound Sawgrass Expressway Speeds – PM Average

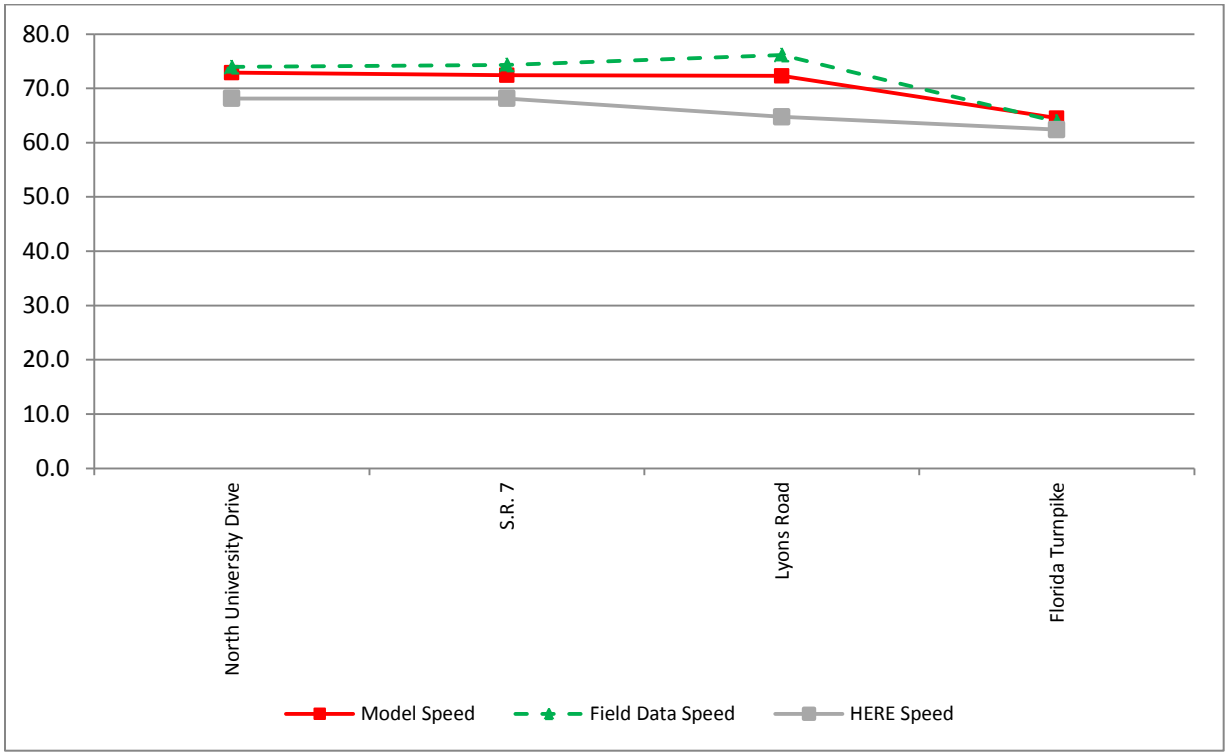


Chart 30
Westbound Sawgrass Expressway Speeds – PM Average

Chart 31
Eastbound SW 10th Street Speeds – PM Average

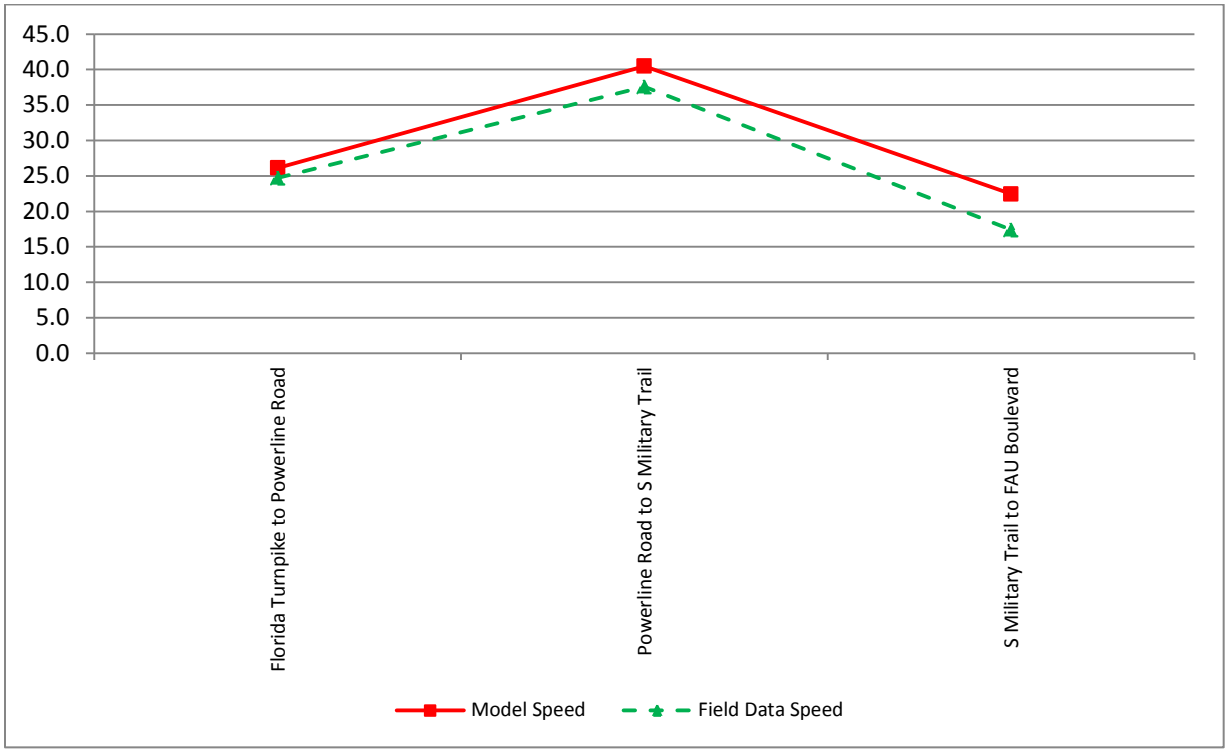
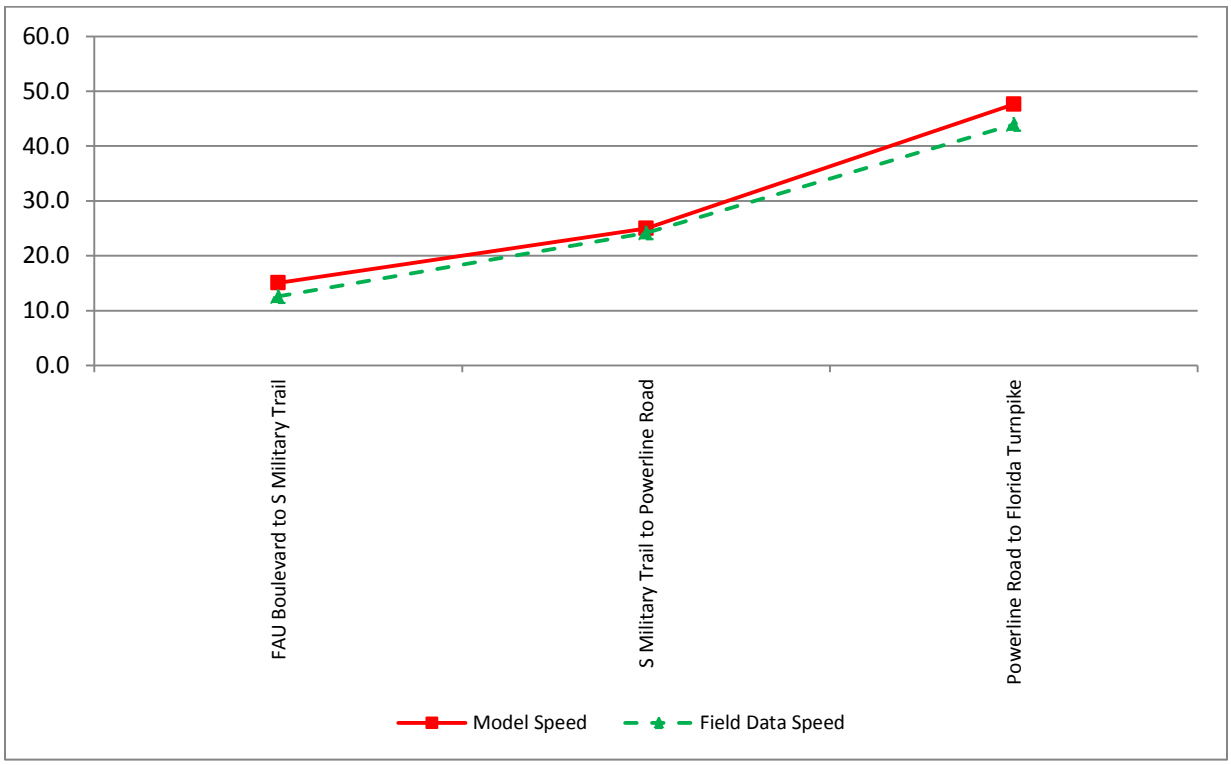


Chart 32
Westbound SW 10th Street Speeds – PM Average



The VISSIM average network performance statistics for the modeled peak hours, 7:30 AM to 8:30 AM and 5:00 PM to 6:00 PM, are shown in **Table 21**.

Table 21 indicates that during the AM peak hour, 117,413 vehicles were processed, with an average speed of 49 mph and an average delay time per vehicle of 1.53 minutes; and there was an unmet demand (i.e., unprocessed vehicles) of six in the network. Similarly during the PM peak hour, 124,969 vehicles were processed, with an average speed of 48 mph and an average delay time per vehicle of 1.67 minutes; and there was unmet demand (i.e., unprocessed vehicles) of two in the network.

Table 21
Existing 2016 Average VISSIM Network-wide Results

Measure of Effectiveness	AM	PM
Total Number of Vehicles Processed	117,413	124,969
Total Distance Traveled (miles)	772,988	786,405
Total Delay Time (vehicle hours)	2,995	3,487
Total Travel Time (vehicle hours)	15,928	16,438
Average Delay Time per Vehicle (seconds)	92	100
Average Speed (mph)	49	48
Unmet Demand	6	2

Driver parameters were adjusted to better reflect operations in the field to calibrate the existing conditions model. The calibration effort was successful considering the complexity of the network and varying congestion conditions. Only a few vehicles were not able to enter the system; there was virtually no unmet demand in the model. Calibration results are summarized in **Table 22**.

Table 22
Calibration Summary

Criteria	Peak Period	
	AM	PM
Volume Calibration of Mainline and Ramps		
Sum of Mainline and Ramp Link Flows	99.2%	99.2%
GEH Statistic for Individual Mainline and Ramp Link Flows	100%	99.2%
Volume Calibration of Intersections		
GEH Statistic for Individual Link Flows	100%	99.2%
Queues and Bottlenecks		
Visual Audits for Field-observed Traffic Characteristics	Satisfactory	Satisfactory
Speeds - SW 10th Street		
Eastbound Direction Speed Trend	Satisfactory	Satisfactory
Westbound Direction Speed Trend	Satisfactory	Satisfactory

Appendix D

I-95 Express Lanes – Phase 3 Planning Level Traffic & Revenue Study Land Use Assessment Report

URS | **Final Report**

I-95 Express Lanes - Phase 3

Planning Level Traffic & Revenue Study

Land Use Assessment Report

February 2014

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1.1 STUDY DESCRIPTION AND PURPOSE

The I-95 express lanes (95 Express) are an innovative, lower-cost alternative to traditional highway construction offering a variety of options to increase trip time reliability. Utilizing four proven transportation techniques: tolling, transit, travel-demand management, and technology, 95 Express is focused on increasing I-95's person-throughput and providing travel options to meet travel demands today and in the future. The dynamic tolling feature promotes increased highway efficiency by encouraging off-peak travel. Ride sharing and cleaner vehicle technologies are incentivized with a toll-free ride to those choosing to travel in a hybrid vehicle or in registered car/van pools. These measures, combined with the Bus-Rapid Transit service, reduce emissions and the number of cars on the road during peak travel periods and enhance travel speeds for all drivers on the highway.

Express lanes are currently operational on I-95 in Miami-Dade County from just north of I-395/S.R. 836 to the Golden Glades area, called Phase 1. The Phase 2 construction project to extend 95 Express to Broward Boulevard in Broward County began in November 2011 and is anticipated to open in 2015. On behalf of the Florida Department of Transportation - District 4, URS is conducting a Traffic & Revenue (T&R) Study for Phase 3, which will extend from Stirling Road in Broward to Linton Boulevard in Palm Beach County.

An important influence on the outcome of traffic forecasting studies is the set of assumptions that define the extent and location of future socioeconomic (SE) growth within the area of study. The purpose of this effort is to develop SE data that will be used for forecasting revenue on 95 Express Phase 3. The systematic, focused review of land use and datasets to refine the staged future development forecasts within the study area is outlined. Within the eastern portion of Broward and Palm Beach Counties through which I-95 traverses, land has been substantially built-out for many years. However, vacant land exists, as well as a high redevelopment potential. A thorough evaluation of study area development conditions against the model development assumptions and control totals are an important component of accurate forecast results. Up-to-date population data and projections were used to test the reasonableness of and make refinements to the latest available local model SE data.

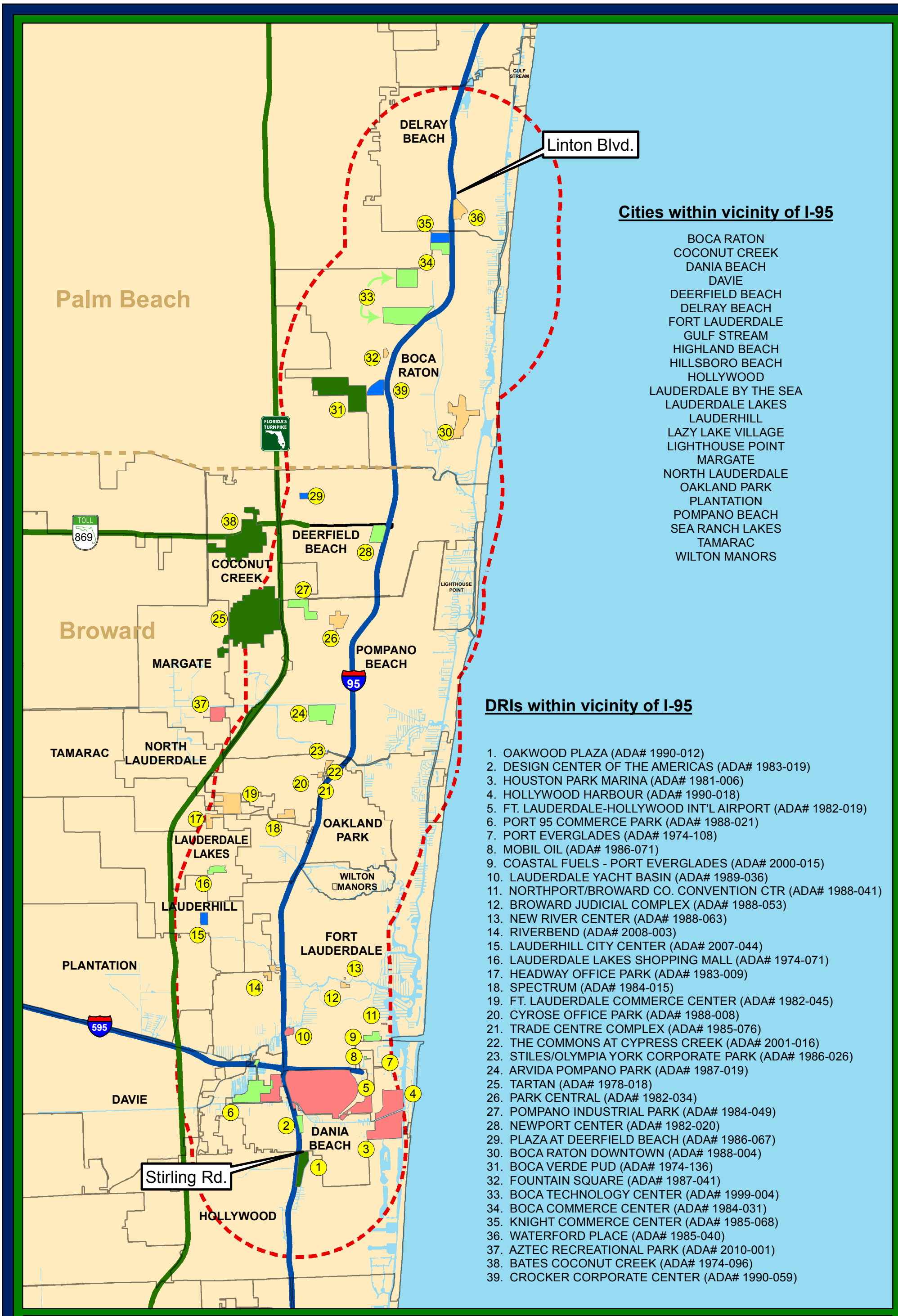
The SE data development process included selection of the base dataset and review of the data source for issues. During the review, negative growth was observed between the model's 2010 base year and 2040 future year in some geographic areas or Traffic Analysis Zones (TAZs), while county totals demonstrated reasonable growth. Additional assessments were performed to update the SE data with findings from review of the 2011 Bureau of Economic and Business Research (BEBR) data, developments of regional impact, and school enrollments. Finally, the adjusted SE databases for 2040 and 2010 were used to interpolate data for 2020 and 2030. The new data developed for this project will supersede the MPO adopted data currently used in the SERPM.

1.2 PROJECT STUDY AREA

The available datasets for the region as a whole were evaluated for appropriateness. This included the most recent county-level data update for the 2040 Long Range Transportation Plans and the dataset developed for the Seven50 Plan, a regional sustainability plan covering seven counties for the next 50 years. A detailed evaluation was conducted of an area extending 3 miles from I-95, which was selected as having the greatest potential to heavily influence traffic using the I-95 corridor. The land use study area was generally bounded by Stirling Road on the south, S.R. 7/U.S. 441 to the west, Linton Boulevard to the north, and U.S. 1/Dixie Highway on the east. The main effort focused on major developments that meet the state's requirements to be classified as a Development of Regional Impact (DRI). A map depicting the study area that was the focus of the review is provided on **Figure 1.1**. All approved or proposed DRIs in the primary study area were reviewed. Two additional DRIs outside of the 3-mile buffer were incorporated due to size, location, or regional significance in evaluating future conditions in the I-95 corridor. In all, 39 DRIs were evaluated.

1.3 TRAVEL DEMAND MODEL AND APPLICATION

The travel demand model being used for the I-95 managed lane traffic and revenue study is the Southeast Regional Planning Model (SERPM) 6.5. This is a three-county regional travel demand model that covers the southeastern portion of the state. The land use data developed from the independent review were converted to be consistent with the socioeconomic variables used in the model, which are population and number of employees (for non-residential land uses, including industrial, commercial, and service). The socioeconomic data for the major developments were assigned to the appropriate TAZs. Where major development project boundaries did not correspond precisely with the model's TAZ boundaries, the land use within the balance of the TAZ was also forecast.



Cities within vicinity of I-95

BOCA RATON
COCONUT CREEK
DANIA BEACH
DAVIE
DEERFIELD BEACH
DELRAY BEACH
FORT LAUDERDALE
GULF STREAM
HIGHLAND BEACH
HILLSBORO BEACH
HOLLYWOOD
LAUDERDALE BY THE SEA
LAUDERDALE LAKES
LAUDERHILL
LAZY LAKE VILLAGE
LIGHTHOUSE POINT
MARGATE
NORTH LAUDERDALE
OAKLAND PARK
PLANTATION
POMPANO BEACH
SEA RANCH LAKES
TAMARAC
WILTON MANORS

DRIs within vicinity of I-95

1. OAKWOOD PLAZA (ADA# 1990-012)
2. DESIGN CENTER OF THE AMERICAS (ADA# 1983-019)
3. HOUSTON PARK MARINA (ADA# 1981-006)
4. HOLLYWOOD HARBOUR (ADA# 1990-018)
5. FT. LAUDERDALE-HOLLYWOOD INT'L AIRPORT (ADA# 1982-019)
6. PORT 95 COMMERCE PARK (ADA# 1988-021)
7. PORT EVERGLADES (ADA# 1974-108)
8. MOBIL OIL (ADA# 1986-071)
9. COASTAL FUELS - PORT EVERGLADES (ADA# 2000-015)
10. LAUDERDALE YACHT BASIN (ADA# 1989-036)
11. NORTHPORT/BROWARD CO. CONVENTION CTR (ADA# 1988-041)
12. BROWARD JUDICIAL COMPLEX (ADA# 1988-053)
13. NEW RIVER CENTER (ADA# 1988-063)
14. RIVERBEND (ADA# 2008-003)
15. LAUDERHILL CITY CENTER (ADA# 2007-044)
16. LAUDERDALE LAKES SHOPPING MALL (ADA# 1974-071)
17. HEADWAY OFFICE PARK (ADA# 1983-009)
18. SPECTRUM (ADA# 1984-015)
19. FT. LAUDERDALE COMMERCE CENTER (ADA# 1982-045)
20. CYROSE OFFICE PARK (ADA# 1988-008)
21. TRADE CENTRE COMPLEX (ADA# 1985-076)
22. THE COMMONS AT CYPRESS CREEK (ADA# 2001-016)
23. STILES/OLYMPIA YORK CORPORATE PARK (ADA# 1986-026)
24. ARVIDA POMPANO PARK (ADA# 1987-019)
25. TARTAN (ADA# 1978-018)
26. PARK CENTRAL (ADA# 1982-034)
27. POMPANO INDUSTRIAL PARK (ADA# 1984-049)
28. NEWPORT CENTER (ADA# 1982-020)
29. PLAZA AT DEERFIELD BEACH (ADA# 1986-067)
30. BOCA RATON DOWNTOWN (ADA# 1988-004)
31. BOCA VERDE PUD (ADA# 1974-136)
32. FOUNTAIN SQUARE (ADA# 1987-041)
33. BOCA TECHNOLOGY CENTER (ADA# 1999-004)
34. BOCA COMMERCE CENTER (ADA# 1984-031)
35. KNIGHT COMMERCE CENTER (ADA# 1985-068)
36. WATERFORD PLACE (ADA# 1985-040)
37. AZTEC RECREATIONAL PARK (ADA# 2010-001)
38. BATES COCONUT CREEK (ADA# 1974-096)
39. CROCKER CORPORATE CENTER (ADA# 1990-059)

Figure 1.1

I-95 Express Lanes - Phase 3

Developments of Regional Impact Within Vicinity of I-95

Airport, Attraction, Marina, Port | Commercial, Industrial | Office | Retail | Residential | 3 Mile Buffer

Source: NAVTEQ, 2012; FGDL 2012

Path: gisprojects/managed lanes/layouts/stirling_to_linton_map.mxd

2.1 STUDY DATA COLLECTION METHOD

The land use review data collection for this study was performed in multiple steps:

- Available data compilation.
- Correspondence with regional planning staff and local government staff responsible for overseeing DRI/sub-DRI development. This provided insight and understanding of conditions associated with individual DRI projects and information on other development and local initiatives regarding future land use changes within the study area.
- Aerial reconnaissance to determine what construction has occurred, as experience has demonstrated that activity is not always consistent with development documentation. This approach provided the best available information for establishing base year conditions and input to future development forecasts.

The data compiled and considered in the evaluation are:

- DRI information provided by the two regional planning councils serving the study area, the Treasure Coast Regional Planning Council (Palm Beach) and the South Florida Regional Planning Council (SFRPC).
- Department of Economic Opportunity DRI records.
- Sub-DRI larger-scale residential, non-residential, and mixed-use projects reported by the local jurisdiction (i.e., Planned Unit Developments [PUDs]).
- Local college/university campus Master Plans.
- Redevelopment plans and overlay districts potentially impacting future year development, such as Community Redevelopment Areas (CRAs), Transit Oriented Corridors (TOCs), Regional Activity Centers (RACs), and Local Activity Centers (LACs).

2.2 LOCAL AGENCY INPUT

Input was solicited through correspondence and phone interviews with the 18 municipalities within the corridor. Feedback regarding the jurisdictional development information outlined below was solicited, compiled, and considered in the evaluation.

- Approved DRI development completed to date and realistic future build-out time frames for each of the approved DRIs within the municipality.
- An inventory of larger-scale (sub-DRI level) residential, non-residential, and mixed-use projects.
- Local area redevelopment plans and overlay districts potentially impacting development in future years, such as Community Redevelopment Areas (CRAs), Transit Oriented Corridors (TOCs), Regional Activity Centers (RACs), and Local Activity Centers (LACs).

The review of Developments of Regional Impact (DRIs) located within the 3-mile buffer area of I-95 identified 39 developments, in various stages of development. Thirty-seven of these developments are shown on **Figure 1.1**; and two other developments (Briger Tract/Scripps and MainStreet at Coconut Creek) are outside of the map area. These DRIs represent various types of development, from mixed use (residential and commercial) to industrial parks. The Briger Tract Development, also known as the Scripps Florida Phase II DRI in Northern Palm Beach County, was included in the development overview at the request of District 4.

Considering data resources, local jurisdictional input, and aerial reconnaissance, a spreadsheet was developed summarizing each development, overall totals, and three model forecast scenarios (2010, 2020, and 2040). Each development was identified by name, location/ jurisdiction, relationship of the development location to the model TAZs structure, square footage by timing/phasing, land use type (e.g., residential, industrial, commercial, institutional), current development status, and projected population and employment. Aerial reconnaissance also confirmed that actual built levels of the built-out DRIs were reasonable when compared to approved levels and development documentation. This approach provided the best available information for use in establishing base year conditions and input to future development forecasts. The DRI summary spreadsheets are included in **Appendix A**, which includes a table of approved developments, as well as estimates of completion by years 2010, 2020, and 2040.

A summary of the non-DRI information, which includes sub-DRI and local area redevelopment plans and overlay districts, is provided in **Appendix B**.

3.1 EXISTING AND FUTURE DEVELOPMENT STATUS

Since the base year for the travel demand model is 2010, an effort was made to ascertain the level of development that existed during that time frame. **Table 3.1** provides a summary of the year 2010 status of all major developments analyzed. Each development was assigned an activity status from one of the following four:

- Approved/No development
- Approved/No recent development
- Active development
- Built out

In addition to the 2010 development status, **Table 3.1** shows the future year status anticipated for each major development project, according to the findings of this land use review. The land use forecasts were based not only on data and field work, but also considered characteristics unique to the individual development projects.

The history and environs of project developments under review were considered to assess growth potential. The history included information that is site specific, with reference to actual development to-date and the rate of implementation over time. For example, while a project may encompass residential and non-residential uses, the residential may have been primary in growth, with non-residential lagging. The historical rate of growth over time provides insight as

to future activity. Environs refer to other active construction or current support facilities (such as schools) near the development. Market activity in the area of the development was also considered to assess growth potential. Active similar and/or complementary land uses under construction in the area would attract home buyers and/or non-residential users based on the synergy created.

Table 3.1
DRI Current and Forecast Status

No.	Development Name	2010 Status	Future Year Forecast Status	
			2020	2040
1	Boca Technology Center	Approved/Active Development	Approved/Active Development	Built Out
2	Boca Commerce Center	Built Out	Built Out	Built Out
3	Peninsula Corporate Center (Knight Commerce Center)	Built Out	Built Out	Built Out
4	Fountain Square	Built Out	Built Out	Built Out
5	Boca Raton Downtown	Approved/ Active Development	Approved/Active Development	Built Out
6	Lauderdale Lakes Shopping Mall[1]	Land Area Built Out	Built Out	Built Out
7	Bates Coconut Creek	Built Out	Built Out	Built Out
8	Port Everglades	Built Out	Built Out	Built Out
9	Trade Centre Complex	Built Out	Built Out	Built Out
10	Mobil Oil	Built Out	Built Out	Built Out
11	Tartan	Built Out	Built Out	Built Out
12	Design Center Of The Americas	Approved/Active Development	Built Out	Built Out
13	Houston Park Marina	Built Out	Built Out	Built Out
14	Ft. Lauderdale-Hollywood International Airport	Approved/Active Development	Approved/Active Development	Built Out
15	Newport Center/Deerfield Industrial Park	Built Out	Built Out	Built Out
16	Plaza At Deerfield Beach	Built Out	Built Out	Built Out
17	Coastal Fuels - Port Everglades	Built Out	Built Out	Built Out
18	Riverbend	Approved/No Development	Approved/No Development	Approved/Active Development
19	Spectrum	Approved/Active Development	Approved/Active Development	Built Out

[1] The DRI was formally withdrawn; however the site is now being developed. Currently there is an existing strip mall and also new development currently being built. This includes a new county library branch/educational complex, new office space and residential construction.

No.	Development Name	2010 Status	Future Year Forecast Status	
			2020	2040
20	Ft. Lauderdale Commerce Center	Built Out	Built Out	Built Out
21	Cyrose Office Park	Built Out	Built Out	Built Out
22	Northport/Broward County Convention Center	Built Out	Built Out	Built Out
23	Broward Judicial Complex/New Courthouse Expansion[2]	Land Area Built Out	Built Out	Built Out
24	Lightspeed Broward/The Commons at Cypress Creek	Approved/No Development	Approved/No Development	Approved/Active Development
25	New River Center	Built Out	Built Out	Built Out
26	Lauderdale Yacht Basin[3]	Land Area Built Out	Built Out	Built Out
27	Port 95 Commerce Park	Approved/Active Development	Approved/Active Development	Built Out
28	Oakwood Plaza	Built Out	Built Out	Built Out
29	Headway Office Park	Built Out	Built Out	Built Out
30	Lauderhill City Center	Approved/No Development	Approved/Active Development	Built Out
31	Aztec Recreational Vehicle Resort Park	Built Out	Built Out	Built Out
32	Crocker Corporate Center[4]	Land Area Built Out	Built Out	Built Out
33	Boca Verde (Via Verde)	Approved/Active Development	Built Out	Built Out
34	Waterford Place[5]	Land Area Built Out	Built Out	Built Out
35	Park Central	Approved/Active Development	Approved/Active Development	Built Out
36	Pompano Industrial Park	Built Out	Built Out	Built Out
37	Arvida Pompano Park	Built Out	Built Out	Built Out
38	Briger Tract/Scripps Florida	Approved/No Development	Approved/Active Development	Built Out
39	MainStreet at Coconut Creek	Approved/No Development	Approved/Active Development	Built Out

[2] Original DRI was built out. The courthouse is currently undergoing an expansion project that will result in an additional 714 ksf office land use at the site.

[3] The DRI was withdrawn, the site was ultimately developed and subsequently built out and is now named “Lauderdale Marine Center”. The development proposed in the original DRI is very similar to what was built. The land use projections reflect this.

[4] This location is now a shopping center, which has been built out.

[5] The DRI was substantially completed prior to abandonment; however the location was eventually developed and built out. The land use assessment accounts for this.

3.2 CONTROL TOTAL COMPARISONS

The 95 Express Lane T&R Study provided an opportunity to identify, review, and utilize the most up-to-date SE data available. At the time of the land use review, the ongoing Seven50 Plan had already developed a base year 2010 and future year 2040 dataset. The dataset is inclusive of the study area counties (Miami-Dade, Broward, and Palm Beach) as well as Monroe, Martin, St. Lucie, and Indian River Counties. For the purposes of this study, only the data for Miami-Dade, Broward, and Palm Beach County from the Seven50 Plan were used for comparison purposes.

Control totals for the base year 2010 were provided by the Metropolitan Planning Organizations (MPOs) in preparation for SERPM 7.0 and were based on Census data. The 2040 population control totals were obtained from the *Bureau of Economic and Business Research (BEBR) Florida Population Studies,* Volume 46, Bulletin 165, March 2013. The county control totals were compared with control totals from several other sources, including the I-75/S.R. 826 Investment Grade T&R model data, the I-95 Project Development and Environment Study model data, Seven50, and SERPM 7.

The overall comparisons of population are listed in **Table 3.2** and depicted on **Figure 3.1**. The employment data comparison is provided in tabular form in **Table 3.3** and graphically on **Figure 3.2**.

Table 3.2
Comparison of Population Data by Source

County/Source	2010					
	Census	**I-75/S.R. 826 T&R**	**I-95 PD&E**	**I-95 T&R**	**Seven50**	**SERPM 7**
Palm Beach	1,320,000	1,320,000	1,288,000	1,302,000	1,302,000	1,313,000
Broward	1,748,000	1,748,000	1,747,000	1,732,000	1,732,000	1,720,000
Miami-Dade	2,494,000	2,496,000	2,480,000	2,475,000	2,477,000	2,446,000
Total	**5,562,000**	**5,564,000**	**5,515,000**	**5,509,000**	**5,511,000**	**5,479,000**
County/Source	**2040**					
	BEBR-Med	**I-75/S.R. 826 T&R**	**I-95 PD&E**	**I-95 T&R**	**Seven50**	**SERPM 7**
Palm Beach	1,733,000	1,786,000	1,760,000	1,733,000	1,682,000	1,632,000
Broward	2,033,000	1,983,000	2,306,000	2,034,000	1,960,000	1,962,000
Miami-Dade	3,205,000	3,150,000	3,381,000	3,205,000	3,308,000	3,308,000
Total	**6,971,000**	**6,919,000**	**7,447,000**	**6,972,000**	**6,950,000**	**6,902,000**

Figure 3.1
Comparison of Population Data by Source

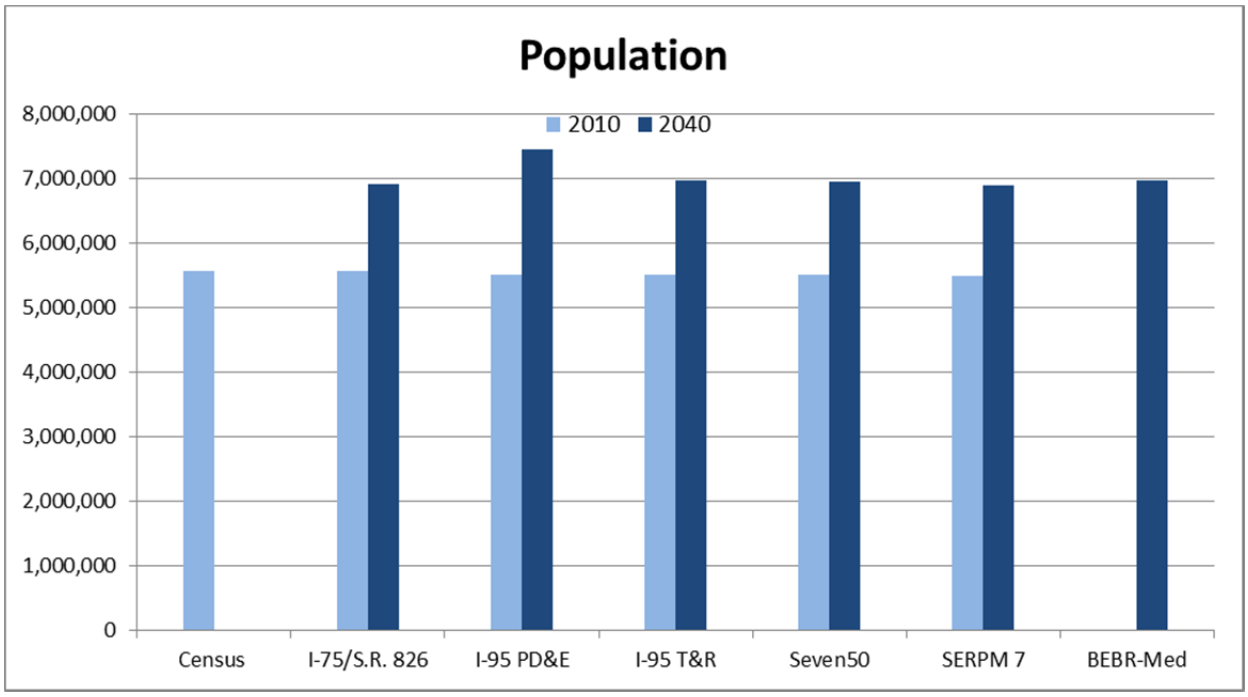
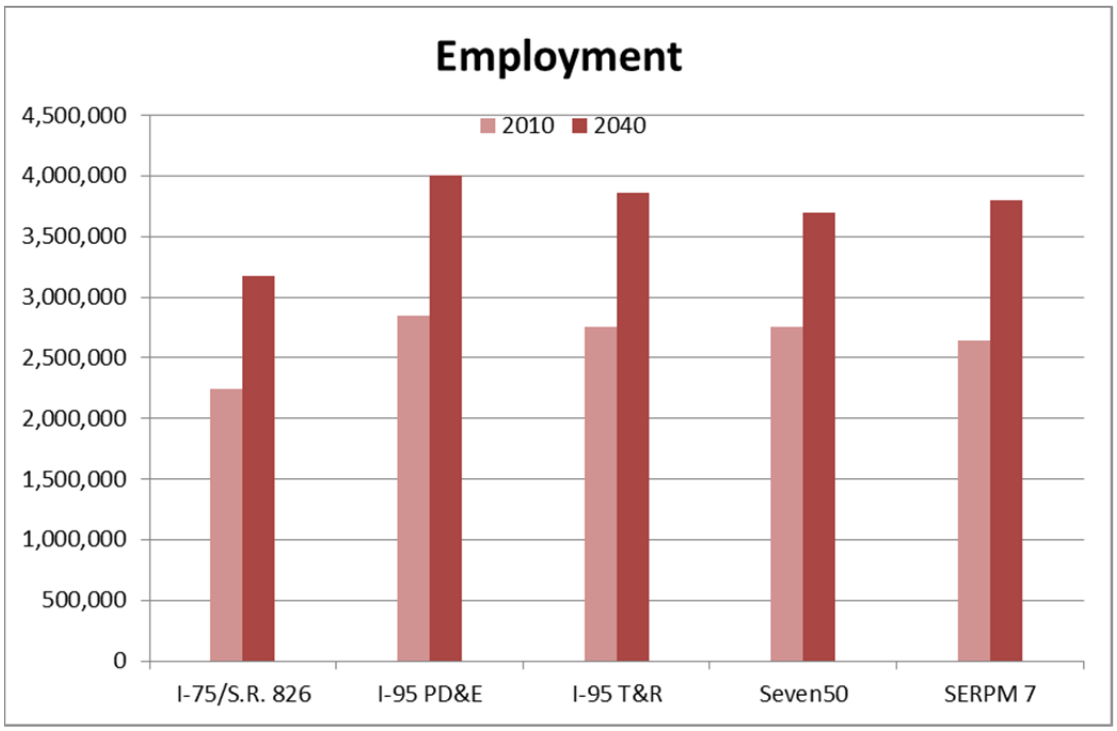


Table 3.3
Comparison of Employment Data by Source

County/Source	2010				
	I-75/S.R. 826	I-95 PD&E	I-95 T&R	Seven50	SERPM 7**
Palm Beach	538,000	587,000	638,000	638,000	518,000
Broward	722,000	782,000	868,000	868,000	862,000
Miami-Dade	982,000	1,482,000	1,249,000	1,252,000	1,266,000
Total	2,242,000	2,851,000	2,755,000	2,758,000	2,646,000
**Micro-analysis zone-based total was 2,755,659					
County/ Source	**2040**				
	I-75/S.R. 826	**I-95 PD&E**	**I-95 T&R**	**Seven50**	**SERPM 7**
Palm Beach	789,000	844,000	918,000	830,000	833,000
Broward	985,000	1,057,000	1,144,000	1,064,000	917,000
Miami-Dade	1,397,000	2,106,000	1,804,000	1,806,000	2,055,000
Total	3,171,000	4,007,000	3,866,000	3,700,000	3,805,000

Figure 3.2
Comparison of Employment Data by Source

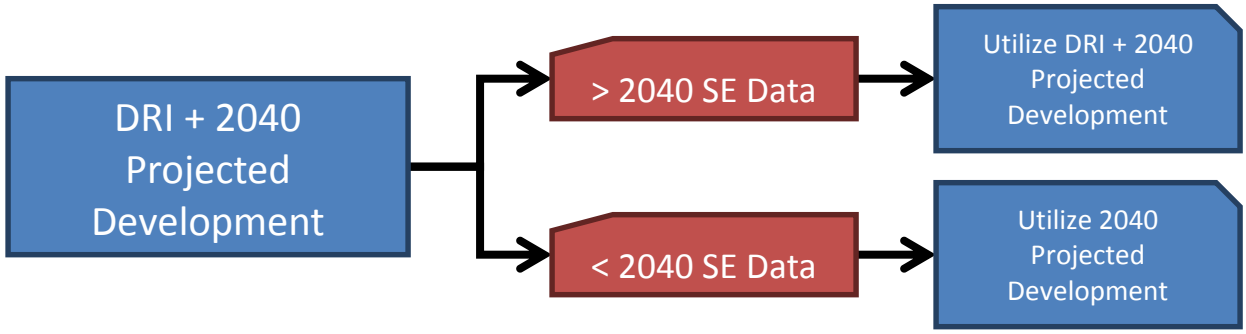


3.3 INCORPORATION OF DRI DATA

The I-95 T&R model dataset was updated to reflect the 2010 Census data and future BEBR Medium projections. The next step was the addition of DRIs in the TAZ format of the I-95 T&R model. DRI land use data were converted to the number of additional households, population, and employment and allocated to TAZs within each DRI. The methodology for incorporating the latest DRI development information and addressing redevelopment within a TAZ, for a given year, is outlined below.

- Step 1: Determine the percentage of the existing developed land for each TAZ in which new development from DRI would take place (common for all future years).
- Step 2: Use this percentage and Seven50 TAZ data to calculate allocation of TAZ SE data related to existing developed land.
- Step 3: Add estimated DRI land uses to the resulting number in Step 2.
- Step 4: If the number calculated in Step 3 is larger than the original TAZ data, the new number was used; otherwise the original TAZ data were used. The decision-making flow chart for SE data selection is shown on **Figure 3.3**.

Figure 3.3
Flow Chart for 2040 Socioeconomic Data Development



3.4 REVIEW OF NON-DRI DATA

Data for the sub-DRIs (i.e., PUDs), and municipal overlay districts (CRAs, TOCs, RACs, LACs, etc.) were provided by the local jurisdictions during the interviews. The data were separated by jurisdiction and municipal overlay district within the three-county area and included townhomes, apartments, senior living facilities, warehouses, and other developments. Additionally, the amount of projected population and employment increases were provided, with employment separated into the number of retail, office, or industrial employments. The full summary table is provided in **Appendix B**.

TAZs were listed for a majority of the developments; however, for those developments with this information missing, a TAZ was assigned after verifying the location of the development based on address field within the database. The study team reviewed the development information to confirm the TAZ socioeconomic data reflected these land uses; however, no specific adjustments were made to TAZ data based on this information.

3.5 REMOVAL OF NEGATIVE GROWTH

A comparison of Seven50 2010 and 2040 SE data indicated that although the county-level growth increment was reasonable, it showed a large number of TAZs with 2040 population and/or employment being lower than 2010 values. Also, steps to include new DRI land use information and associated adjustments to match the county-level BEBR Medium projections increased the number of zones with negative growth.

The project team decided that even though some TAZs within the region see a decline in population or employment in future, the future year TAZ data were assumed to be the same or higher than the base year 2010 for this study. The population and employment data for each future year was compared against the 2010 data and graphed in a geographic information system (GIS) to assess the location and number of negative growth TAZs. This analysis was performed for both the original Seven50 data and the I-95 T&R data.

For the final version of the TAZ data, all negative growth values were eliminated. When a future year SE data value for a TAZ was lower than 2010, it was made equal to 2010. All other TAZs with positive growth were adjusted to match the county-level BEBR projections. This process was conducted in an iterative fashion until no TAZ had negative growth between the base year and future year. **Table 3.4** shows the number of TAZs in different growth ranges, including negative growth, in the original 2040 Seven50 SE data.

Table 3.4
Number of TAZs by Growth Range in Original Socioeconomic Data from 2010 to 2040

Difference Range	Population				Households				Employment			
	SERPM	PB	BR	MD	SERPM	PB	BR	MD	SERPM	PB	BR	MD
Less than -1000	45	16	13	16	10	3	2	5	11	9		2
-1000 to -500	45	23	9	13	20	5	7	8	34	29	2	3
-500 to -1	873	370	228	275	666	249	117	300	1362	666	459	237
No Change	**341**	**246**	**20**	**75**	**386**	**260**	**28**	**98**	**93**	**67**	**8**	**18**
1 to 500	2032	837	484	711	2704	1144	693	867	2101	809	338	954
500 to 1000	371	137	95	139	208	43	54	111	247	71	61	115
More than 1000	399	90	72	237	112	15	20	77	258	68	53	137

Source: Seven50 TAZ files
PB = Palm Beach; BR = Broward; MD = Miami-Dade

3.6 ADJUSTMENT TO OTHER VARIABLES

Once the population and employment variables were finalized, the study team adjusted population-related variables to maintain the same ratios as the original Seven50 data. These variables included, but are not limited to:

- Households
- Workers
- Vehicles per Household
- School Enrollment

A special consideration was given to the school enrollment variable as high school enrollment is not directly related to just the one TAZ where that school is located, but a group of zones from which children attend that high school.

3.7 2020 AND 2030 DATA DEVELOPMENT

The opening year (2020) and an interim year (2030) SE data were also developed for this project. For the year 2020, DRI data were incorporated using the same process used for 2040. Each DRI was reviewed in detail and the percentage of the development expected to be completed by 2020 was determined. Then, the DRI land use was layered on the TAZ data using the same logic used for 2040. The 2030 TAZ data were developed by a linear interpolation between the 2020 and 2040 datasets. The interpolated data and future year SE data were then checked against the original SE data for the same year to confirm that the interpolation process was correct. As a final step, TAZ data for 2020 and 2030 were adjusted to match the county-level BEBR Medium control totals.

URS undertook an extensive effort to compile an inventory of DRI and sub-DRI land use information for the I-95 Express Lanes Phase 3 Project. All DRIs within a 3-mile buffer of the study corridor were analyzed and the resulting population and employment data were incorporated into the SERPM Model TAZ data. **Table 4.1** provides a summary of residential and non-residential development from DRIs.

Table 4.1
Summary of DRI Land Uses

Land Use	Approved	By 2010	By 2020	By 2040
Residential (DU)	32,824	21,190	24,388	32,099
Retail (SF)	10,511,904	6,220,254	7,338,277	9,542,327
Office (SF)	23,980,342	15,594,025	17,060,014	22,828,129
Industrial (SF)	18,077,933	14,363,421	15,071,457	18,077,933
Warehouse (SF)	2,947,545	2,947,545	2,947,545	2,947,545
Hotel/Motel (Rooms)	5,755	2,162	2,581	4,273
Miscellaneous	2,897,428	576,358	576,358	576,358

Table A.1: Approved DRIs

DCA#	Name	Notes	Model TAZs	Approved Residential (DU)		Approved					Miscellaneous		Status
				Single-Family	Multi-Family	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Hotel/Motel (Rooms)	Retail (SF)	Description	
Boca Raton													
99-004	Boca Technology Center		1425, 1426, 1427	198			2,198,381	1,500,000					RPC 2,198.4 KSF Built
84-031	Boca Commerce Center		594, 595				729,495	819,476	2,653,362	141	5,000	Theater Seats	Built Out
85-068	Peninsula Corporate Center (Knight Commerce Center)		594, 595	324		3,752	787,852				20	Gas Station Pumps	Built Out
87-041	Fountain Square	100% - City reports built out	616				256,000						Built Out
88-004	Boca Raton Downtown	Downtown Redevelopment Project	635, 638, 666, 667, 672, 668, 669, 670, 724, 1441, 1442, 1452	1,346		1,194,300	3,209,000			634	421,000	Institutional (SF)	
Broward County													
74-071	Lauderdale Lakes Shopping Mall		2161			713,000							Built Out (New Development)
74-096	Bates Coconut Creek	Appears to be built-out	1797, 1812, 1813	2,040	8,585	448,500	25,000						Built Out
74-108	Port Everglades		2419								476,000	Petroleum Barrels	Built Out
85-076	Trade Centre Complex		2133				772,760						Built Out
86-071	Mobil Oil		2378								328,000	Petroleum Barrels	Built Out
Coconut Creek													
78-018	Tartan	City reported DRI was built out 6 years ago	1814, 1833, 1834, 1943, 1944, 2654, 2655	1,210	4,170	434,000	100,000	427,000					Largely Built Out
Dania Beach													
83-019	Design Center Of The Americas		2397			1,000,000	180,000			369			Per Dania 75% Built
81-006	Houston Park Marina	DRI Rescinded	2422			10,000*					800	Community Facility (SF)	DRI Rescinded/Built Out
82-045	Ft. Lauderdale-Hollywood International Airport	Built-Out with future terminal expansion. DRI Information was unavailable	2381, 2390, 2392, 2394										
Deerfield Beach													
82-020	Newport Center/Deerfield Industrial Park		1816				141,030	993,020	141,030	207			Built Out
86-067	Plaza At Deerfield Beach	DRI area is built out.	1776			450,000							Built Out
Fort Lauderdale													
00-015	Coastal Fuels - Port Everglades		2633								1,100,000	Petroleum Barrels	Built Out
08-003	Riverbend		2032, 2099	1,250		1,069,080	3,505,896			850			Not Complete
84-015	Spectrum		2148			4,500	921,043	130,000		210	10,000	Restaurant (SF)	
82-045	Ft. Lauderdale Commerce Center		2142			100,000	686,100	1,458,000					Built Out
88-008	Cyrose Office Park	DRI Rescinded in June 2012, appears to be built out	2146			35,000	665,843						Built Out

DCA#	Name	Notes	Model TAZs	Approved Residential (DU)		Approved					Miscellaneous		Status
				Single-Family	Multi-Family	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Hotel/Motel (Rooms)	Retail (SF)	Description	
88-041	Northport/Broward County Convention Center		2076			300,000	170,000			1,000	550,000	Convention Center (SF)	Built Out
88-053	Broward Judicial Complex	Complex is currently undergoing renovations	2081, 2082				1,652,304						
01-016	Lightspeed Broward / The Commons at Cypress Creek		2132	417		40,000	730,000			400			
88-063	New River Center		2086	375		35,000	945,000			400			Built Out
89-036	Lauderdale Yacht Basin		2112	80	190	42,000	35,000				250	Marina Dry Slips	Built Out
Hollywood													
88-021	Port 95 Commerce Park		2404, 2405			88,000	660,000	2,815,000					
90-012	Oakwood Plaza		2416, 2418	380		995,000	175,638		153,153	150	5,712	Seat for an attraction	Built Out
Lauderdale Lakes													
83-009	Headway Office Park	Small amount of developable land remains in DRI	2151			72,460	243,198						Built Out
Lauderhill													
07-044	Lauderhill City Center	Redevelopment of an existing Commercial Site	2255	2,500		650,000	507,210						
Margate													
10-001	Aztec Recreational Vehicle Resort Park	RV Campground with 646 sites. Considered as Hotel/Motel	1900, 1901							646	646	RV Units	Built Out
Boca Raton													
90-059	Crocker Corporate Center					50,000	750,000						Built Out No DO Issued, though development is visible
Palm Beach County													
74-136	Boca Verde (Via Verde)		677, 690, 691, 692, 693, 695, 696	3,773									
85-040	Waterford Place	DRI Status is "Abandoned" but TAZ is nearly built out	586, 1419	536		135,000				78			Built Out
Pompano Beach													
82-034	Park Central		1930				443,097	1,094,421					
84-049	Pompano Industrial Park		1937, 1938			232,312	380,495	1,426,562		120			Built Out
87-019	Arvida Pompano Park		1954, 1956			320,000	1,385,000	1,310,000		250			Built Out
Palm Beach County													
	Briger Tract/Scripps Florida		28, 29	2,700		500,000	1,200,000	2,600,000		300			
MainStreet at Coconut Creek													
			1815		2,750	1,600,000	525,000						

Table A.2: DRI Development Completed by 2010

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
Boca Raton																		
99-004	Boca Technology Center		1425, 1426, 1427	7		2,198,381	1,500,000					RPC 2,198.4 MSF built		18	2,700	0	7,035	9,752
			1425										0	0	54		1266	1,320
			1426										0	0	2565		3447	6,012
			1427										0	0	81		2322	2,403
84-031	Boca Commerce Center		594, 595			729,495	819,476	2,653,362	120			120	120		6,251		2,334	8,585
			594			238,000											762	762
			595			491,495	819,476	2,653,362	120			120	120		6,251		1,573	7,944
85-068	Peninsula Corporate Center (Knight Commerce Center)		594, 595	324	18,752	715,000			149			Built Out	149	810	0	47	2,288	2,335
			594	324	18,752	715,000			149				149	807		44	2,521	2,565
			595											3		3		3
87-041	Fountain Square		616			256,000						Built Out	0	0	96	212	819	1,127
88-004	Boca Raton Downtown	Linked CRA Sub-Areas to TAZs	635, 638, 666, 667,668, 669, 670, 671, 672, 724, 1441, 1442, 1452	518	673,827	707,537					Institutional (SF)	In Progress		1,295		1,685	2,264	3,949
			635		13,988	95,290										35	305	340
			638		64,142	15,982										160	51	211
			666	272	91,134	46,948								680		228	150	378
			667		149,092	93,868								0		373	300	673
			672		2,124	57,473								0		5	184	189
			668	246	175,020	110,192								615		438	353	790
			669		38,809	30,304										97	97	194
			670													0	0	0
			671		6,045	163,578										15	523	
			724		68,299											171	0	171
			1441		8,600	30,000										22	96	118
			1442		17,700	43,850										44	140	185
			1452		25,916	13,368										65	43	108
			1453		12,958	6,684										32	21	
Broward County																		
74-071	Lauderdale Lakes Shopping Mall		2161		713,000							Built Out (New Development)				1,783		1,783

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
74-096	Bates Coconut Creek	Industrial Employment in DRI	1797, 1812, 1813	10,625	448,500	429,000						Built Out (Schools included as 'Office')		26,563		1,121	1,373	2,494
			1797	1,938		290,000								4,845		0	928	928
			1812	4,084	448,500									10,210		1,121	0	1,121
			1813	4,603		139,000								11,508		0	445	445
74-108	Port Everglades		2419								Petroleum Barrels	Built Out						0
85-076	Trade Centre Complex		2133		175,000	776,720						Built Out	0	833	42	438	2,486	2,966
86-071	Mobil Oil		2378				619,000				Petroleum Barrels	Built Out			1,114			1,114
Coconut Creek																		
78-018	Tartan		1814, 1833, 1834, 1943, 1944, 2654, 2655	5,166	434,000	145,826	427,000					Built Out		12,915	769	1,085	467	2,320
			1814											1,746	5	153	34	192
			1833			125,000								2,091	100	502	88	690
			1834		28,000									141	529	282	89	900
			1943		45,698	20,826				20,000	Early Learning Center			2,606	105	14	26	144
			1944											2,915	4	4	9	17
			2654											2,427	3	6	9	19
			2655											1,524	23	123	67	212
Dania Beach																		
83-019	Design Center of the Americas		2397		750,000	60,000			250			Per Dania 75% Built	250	314	456	1,875	192	2,523
81-006	Houston Park Marina	DRI Rescinded. Marinas are now exempt	2422								Community Facility (SF)	DRI Rescinded	0					0
82-045	Ft. Lauderdale-Hollywood International Airport	Terminal Expansion to produce 10 to 11k construction jobs. Projections based on current conditions	2381, 2390, 2392, 2394		106,403	2,074,981	80,363								145	266	6,640	7,051
			2381		631	79,369									0	2	254	256
			2390		47,201	669,695	80,363								145	118	2,143	2,406
			2392		7,094	206,306									0	18	660	678
			2394		51,476	1,119,613									0	129	3,583	3,711
Deerfield Beach																		
82-020	Newport Center/Deerfield Industrial Park		1816	0	0	141,030	993,020	141,030	207			Built Out	207	0	1,787		353	2,140
86-067	Plaza At Deerfield Beach		1776		450,000							Built Out	0		35	1,125		1,160

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
Fort Lauderdale																		
00-015	Coastal Fuels - Port Everglades		2633				2,785,000				Petroleum Barrels	Built Out			5,013			5,013
08-003	Riverbend		2032, 2099									Not Complete						0
			2032								Strayer University exists approximately 80 ksf							0
			2099															0
84-015	Spectrum		2148		10,000	488,966	130,000					Built Out				25	1,565	1,590
82-045	Ft. Lauderdale Commerce Center		2142		100,000	668,275	1,458,000					Built Out			2,624	250	2,138	5,013
88-008	Cyrose Office Park		2146		35,000	665,843						Built Out				88	2,131	2,218
88-041	Northport/Broward County Convention Center		2076		300,000	170,000				550,000	Convention Center (SF)	Built Out	292	70	20	750	544	1,314
88-053	Broward Judicial Complex/ New Courthouse Expansion		2081, 2082			911,304						In-Progress					2,916	2,916
			2081														16	16
			2082			911,304											2,900	2,900
01-016	Lightspeed Broward / The Commons at Cypress Creek		2132															0
88-063	New River Center		2086	375	35,000	945,000			400			Built Out		938		88	3,024	3,112
89-036	Lauderdale Yacht Basin		2112	270	42,000	35,000					Marina Dry Slips	Built Out				105	112	217
Hollywood																		
88-021	Port 95 Commerce Park		2404, 2405		88,000	92,028	2,815,000					Built Out			5,067	220	294	5,581
			2404												2,686	117	156	2,959
			2405												2,381	103	138	2,622
90-012	Oakwood Plaza		2416, 2418	380	995,000	175,638		153,153	150	5,712	Seats for an attraction	Built Out	250	950		2,488	562	3,050
			2416										250	273		1,818	186	2,004
			2418										0	677		670	376	1,046
Lauderdale Lakes																		
83-009	Headway Office Park		2151		72,460	243,198						Built Out	132	790	886	181	778	1,845
Lauderhill																		
07-044	Lauderhill City Center	Existing; Redevelopment Plans have been approved	2255										0	213	35	268	330	633

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
Margate																		
10-001	Aztec Recreational Vehicle Resort Park		1900, 1901						646	646	RV Units	Built Out	646					646
			1900										183					183
			1901										463					463
Boca Raton																		
90-059	Crocker Corporate Center		698		142,000	750,000			240			No DO Issued, though development is visible	240			355	2,400	2,755
Palm Beach County																		
74-136	Boca Verde (Via Verde)		677, 690, 691, 692, 693, 695, 696	2,989	119,000	170,000						Built Out		7,473	0	298	544	842
		Cannot locate approved Non Residential Development	677		58,000											145		145
			690											1,858				
			691											625				
			692			170,000								3,406			544	544
			693	46										160				
			695		61,000											153		153
			696											1,424				
85-040	Waterford Place		586, 1419	536	135,000							Built Out		1,340		338		338
			586		135,000											338		338
			1419	536												0		0
Pompano Beach																		
82-034	Park Central		1930			279,308						Built Out					894	894
84-049	Pompano Industrial Park	Large Flea Market in TAZ	1937, 1938		232,312	380,495	1,426,562					Built Out			2,568	581	1,218	4,366
			1937		104,577	241,480	642,176						0	0	1,156	261	773	2,190
			1938		127,735	139,015	784,386						0	0	1,412	319	445	2,176
87-019	Arvida Pompano Park		1954, 1956		320,000	1,385,000	1,310,000					Built Out			2,358	800	4,432	7,590
			1954		320,000	1,385,000	1,202,000								2,164	800	4,432	7,396
			1956				108,000								194	0	0	194
Palm Beach County																		
Briger Tract/Scripps Florida			28, 29															0
			28										0					0
			29										0					0
Coconut Creek																		
MainStreet at Coconut Creek			1815															

Table A.3: DRI Development Estimated to be completed by 2020

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Boca Raton																
99-004	Boca Technology Center	1425, 1426, 1427	7		2,198,381	1,500,000						18	2,700		7,035	9,752
		1425									0	0	54		1,266	1,320
		1426									0	0	2,565		3,447	6,012
		1427									0	0	81		2,322	2,403
84-031	Boca Commerce Center	594, 595			729,495	819,476	2,653,362	120			120		6,251		2,334	8,585
		594			238,000										762	762
		595			491,495	819,476	2,653,362	120			120		6,251		1,573	7,824
85-068	Peninsula Corporate Center (Knight Commerce Center)	594, 595	324	3,752	715,000			149			149	810		9	2,288	2,297
		594	324	3,752	715,000						149	807		7	2,521	2,528
		595										3		2	0	3
87-041	Fountain Square	616			256,000						0	0	108	211	819	1,138
88-004	Boca Raton Downtown	635, 638, 666, 667, 672, 668, 669, 670, 724, 1441, 1442, 1452		741,210	778,291							1,295		1,853	2,491	4,344
		635		15,387	104,819									38	335	374
		638		70,556	17,580									176	56	233
		666	272	100,247	51,643							680		251	165	1,096
		667		164,001	103,255									410	330	740
		672		2,336	63,220									6	202	208
		668	246	192,522	121,211							615		481	388	1,484
		669		42,690	33,334									107	107	213
		670		0	0									0	0	0
		671		6,650	179,936									17	576	592
		724		75,129	0									188	0	188
		1441		9,460	33,000									24	106	129
		1442		19,470	48,235									49	154	203
		1452		28,508	14,705									71	47	
		1453		14,254	7,352									36	24	

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Broward County																
74-071	Lauderdale Lakes Shopping Mall	2161		713,000										1,783		1,783
74-096	Bates Coconut Creek	1797, 1812, 1813	10,625	448,500	429,000							26,563	0	1,121	1,373	29,057
		1797	1,938		290,000						0	9,563		0	928	928
		1812	4,084	448,500							0	7,969		1,121	0	1,121
		1813	4,603		139,000						0	9,031		0	445	445
74-108	Port Everglades	2419														0
85-076	Trade Centre Complex	2133		175,000	776,720						0	831	64	438	2,486	2,988
86-071	Mobil Oil	2378														0
Coconut Creek																
78-018	Tartan	1814, 1833, 1834, 1943, 1944, 2654, 2655	5,380	434,000	100,000	427,000						13,450	769	1,085	320	2,174
		1814									0	1,746	5	153	34	192
		1833			125,000						0	2,091	100	502	88	690
		1834		28,000							0	141	529	282	89	900
		1943		45,698	20,826				20,000	Early Learning Center	0	2,606	105	14	26	144
		1944									0	2,915	4	4	9	17
		2654									0	2,427	3	6	9	19
		2655									0	1,524	23	123	67	212
Dania Beach																
83-019	Design Center Of The Americas	2397		1,000,000	180,000			369			903	354	511	2,500	576	3,587
81-006	Houston Park Marina	2422														0
82-045	Ft. Lauderdale-Hollywood International Airport	2381, 2390, 2392, 2394		117,043	2,282,480	88,399							159	293	7,304	7,756
		2381		695	87,306								0	2	279	281
		2390		51,921	736,664	88,399							159	130	2,357	2,646
		2392		7,804	226,936								0	20	726	746
		2394		56,624	1,231,574								0	142	3,941	4,083
Deerfield Beach																
82-020	Newport Center/Deerfield Industrial Park	1816	0	0	141,030	993,020	141,030	207			356	0	2,041	325	451	2,818
86-067	Plaza at Deerfield Beach	1776		450,000							0	81	32	1,125	664	1,821

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Fort Lauderdale																
00-015	Coastal Fuels - Port Everglades	2633				2,785,000							5,013			5,013
08-003	Riverbend	2032, 2099								Strayer exists						0
		2032														0
		2099														0
84-015	Spectrum	2148		10,000	488,966	130,000					103	1,347	959	25	1,565	2,549
82-045	Ft. Lauderdale Commerce Center	2142		100,000	668,275	1,458,000					246	756	2,624	250	2,138	5,013
88-008	Cyrose Office Park	2146		35,000	665,843						86	8	617	88	2,131	2,835
88-041	Northport/Broward County Convention Center	2076		300,000	170,000				550,000	SF- Conv. Center	235	51	17	750	544	1,311
88-053	Broward Judicial Complex/ New Courthouse Expansion	2081, 2082			1,652,304										5,287	5,287
		2081													0	0
		2082			1,652,304										5,287	5,287
01-016	Lightspeed Broward / The Commons at Cypress Creek	2132														0
88-063	New River Center	2086	375	35,000	945,000			400			400	938	96	88	3,024	3,208
89-036	Lauderdale Yacht Basin	2112	270	42,000	35,000									105	112	217
Hollywood																
88-021	Port 95 Commerce Park	2404, 2405		88,000	96,000	2,815,000							5,067	220	307	5,594
		2404											1,779	118	140	2,037
		2405											3,288	102	167	3,557
90-012	Oakwood Plaza	2416, 2418	380	995,000	175,638		153,153	150	5,712	Seats for an attraction	250	950		2,488	562	3,050
		2416									250	273		1,818	186	2,004
		2418									0	677		670	376	1,046
Lauderdale Lakes																
83-009	Headway Office Park	2151		72,460	243,198						138	868	806	181	778	1,765
Lauderhill																
07-044	Lauderhill City Center	2255	250	65,000	50,700						0	625	31	163	162	356
Margate																
10-001	Aztec Recreational Vehicle Resort Park	1900, 1901			17,890			646			646				57	57
		1900									0					0
		1901			17,890						0				57	57
Boca Raton																
90-059	Crocker Corporate Center			142,000	750,000			240			240			355	2,400	2,755

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Palm Beach County																
74-136	Boca Verde (Via Verde)	677, 690, 691, 692, 693, 695, 696	3,773	119,000	170,000							9,433		298	544	842
		677		58,000							0			145		145
		690									0	2,346				0
		691									0	789				0
		692			170,000						0	4,299			544	544
		693									0	201				0
		695		61,000							0			153		153
		696									0	1,798				0
85-040	Waterford Place	586, 1419	536	135,000								1,340		338		338
		586		135,000								0		338		338
		1419	536									1,340		0		0
Pompano Beach																
82-034	Park Central	1930			279,308										894	894
84-049	Pompano Industrial Park	1937, 1938		232,312	380,495	1,426,562							2,568	581	1,218	4,366
		1937		104,577	241,480	642,176					0	19	1,156	261	773	2,190
		1938		127,735	139,015	784,386					0	0	1,412	319	445	2,176
87-019	Arvida Pompano Park	1954, 1956		320,000	1,385,000	1,310,000							2,358	800	4,432	7,590
		1954		320,000	1,385,000	1,202,000							2,164	800	4,432	7,396
		1956				108,000							194	0	0	194
Palm Beach County																
	Briger Tract/Scripps Florida	28, 29	1,650	500,000	300,000	700,000		300			300	4,125	1,260	1,250	960	3,470
		28	920								80	1,871	1,260	1,250	923	3,433
		29	730								0	2,254	0	0	37	37
Coconut Creek																
	MainStreet at Coconut Creek	1815	300	240,000								750		600		600

Table A.4: DRI Development Estimated to be completed by 2040

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Boca Raton																
99-004	Boca Technology Center	1425, 1426, 1427	198		2,198,381	1,500,000						495	2,700		7,035	10,230
		1425									0	0	54		1,266	1,320
		1426									0	0	2,565		3,447	6,012
		1427									0	0	81		2,322	2,403
84-031	Boca Commerce Center	594, 595			729,495	819,476	2,653,362	120			120		6,251		2,334	8,585
		594			238,000										762	762
		595			491,495	819,476	2,653,362	120			120		6,251		1,573	7,824
85-068	Peninsula Corporate Center (Knight Commerce Center)	594, 595	324	3,752	787,852			149			149	810		9	2,521	2,531
		594		3,752	787,852			149			149	810	0	2	1,521	1,523
		595										0			1,000	1,000
87-041	Fountain Square	616			256,000						0	0	142	209	819	1,170
88-004	Boca Raton Downtown	635, 638, 666, 667, 672, 668, 669, 670, 724, 1441, 1442, 1452	1346	1,194,300	3,209,000			634			634	3,365		2,928	10,172	13,100
		635		24,793	432,183									62	1,383	1,445
		638		113,686	72,486									284	232	516
		666		161,527	212,930									404	681	1,085
		667		264,253	425,734									661	1,362	2,023
		672		3,765	260,666									9	834	844
		668		310,208	499,771									776	1,599	2,375
		669		68,786	137,442									172	440	612
		670		0	0									0	0	0
		671		10,714	741,900									27	2,374	2,401
		724		121,054	0									303	0	303
		1441		15,243	136,064									38	435	474
		1442		31,372	198,880									78	636	715
		1452		45,934	60,630									115	194	309
		1453		22,967	30,315									57	97	154

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Broward County																
74-071	Lauderdale Lakes Shopping Mall	2161		713,000										1,783		1,783
74-096	Bates Coconut Creek	1797, 1812, 1813	10,625	448,500	429,000							26,563		1,121	1,373	2,494
		1797	1,938		290,000						0	9,563		57	928	985
		1812	4,084	448,500							0	7,969		919	0	919
		1813	4,603		139,000						0	9,031		145	445	590
74-108	Port Everglades	2419														0
85-076	Trade Centre Complex	2133		175,000	772,760						0	826	53	438	2,473	2,964
86-071	Mobil Oil	2378														0
Coconut Creek																
78-018	Tartan	1814, 1833, 1834, 1943, 1944, 2654, 2655	5,380	434,000	145,826	427,000						13,450	769	1,085	467	2,320
		1814									0	1,746	5	153	34	192
		1833			125,000						0	2,091	100	502	400	1,002
		1834		28,000							0	141	529	282	0	812
		1943		45,698	20,826				20,000	Early Learning Center	0	2,606	105	14	67	185
		1944									0	2,915	4	4	9	17
		2654									0	2,427	3	6	9	19
		2655									0	1,524	23	123	67	212
Dania Beach																
83-019	Design Center Of The Americas	2397		1,000,000	180,000			369			1,391	463	664	2,500	576	3,740
81-006	Houston Park Marina	2422														0
82-045	Ft. Lauderdale-Hollywood International Airport	2381, 2390, 2392, 2394		133,003	2,593,727	100,454							181	333	8,300	8,813
		2381		789	99,211								0	2	317	319
		2390		59,001	837,118	100,454							181	148	2,679	3,007
		2392		8,868	257,882								0	22	825	847
		2394		64,346	1,399,516								0	161	4,478	4,639
Deerfield Beach																
82-020	Newport Center/Deerfield Industrial Park	1816	0	0	141,030	993,020	141,030	207			447	0	2,041	337	451	2,830
86-067	Plaza At Deerfield Beach	1776		450,000							0	144	22	1,125	574	1,721

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Fort Lauderdale																
00-015	Coastal Fuels - Port Everglades	2633				2,785,000							5,013			5,013
08-003	Riverbend	2032, 2099	525	275,000	625,000							1,313		688	2,000	2,688
		2032														0
		2099														0
84-015	Spectrum	2148		10,000	921,043	130,000		210						25	2,947	2,972
82-045	Ft. Lauderdale Commerce Center	2142		100,000	686,100	1,458,000					118	1,332	749	250	2,196	3,195
88-008	Cyrose Office Park	2146		35,000	665,843						87	6	694	88	2,131	2,912
88-041	Northport/Broward County Convention Center	2076		300,000	170,000				550,000	SF- Conv. Center	77	0	7	750	544	1,301
88-053	Broward Judicial Complex/ New Courthouse Expansion	2081, 2082			1,652,304										5,287	5,287
		2081													1,259	1,259
		2082			1,652,304										4,028	4,028
01-016	Lightspeed Broward / The Commons at Cypress Creek	2132	417					400								0
88-063	New River Center	2086	375	0	945,000			400			400	938	357	0	3,024	3,381
89-036	Lauderdale Yacht Basin	2112	270	42,000	35,000									105	112	217
Hollywood																
88-021	Port 95 Commerce Park	2404, 2405		88,000	660,000	2,815,000							5,067	220	2,112	7,399
		2404											1,779	118	963	2,860
		2405											3,288	102	1,149	4,539
90-012	Oakwood Plaza	2416, 2418	380	995,000	175,638		153,153	150	5,712	Seats for an attraction	250	950		2,488	562	3,050
		2416									250	273		1,818	186	2,004
		2418									0	677		670	376	1,046
Lauderdale Lakes																
83-009	Headway Office Park	2151		72,460	243,198									181	778	959
Lauderhill																
07-044	Lauderhill City Center	2255	2,500	650,000	507,210						0	6,250		1,625	1,623	3,248

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Margate																
10-001	Aztec Recreational Vehicle Resort Park	1900, 1901			17,890			646			646				57	57
		1900									0				0	0
		1901			17,890						0				57	57
Boca Raton																
90-059	Crocker Corporate Center	698		142,000	750,000			240			240			355	2,400	2,755
Palm Beach County																
74-136	Boca Verde (Via Verde)	677, 690, 691, 692, 693, 695, 696	3,773	119,000	170,000							9,433	0	298	544	842
		677		58,000										145		
		690										2,346				
		691										789				
		692			170,000							4,299			544	
		693										201				
		695		61,000										153		
		696										1,798				
85-040	Waterford Place	586, 1419	536	135,000				78				1,340		338		338
		586		135,000								0		338		
		1419	536									1,340				
Pompano Beach																
82-034	Park Central	1930			443,097	1,094,421							1,970		1,418	3,388
84-049	Pompano Industrial Park	1937, 1938		232,312	380,495	1,426,562		120					2,568	581	1,218	4,366
		1937		104,577	241,480	642,176					0	19	1,156	261	773	2,190
		1938		127,735	139,015	784,386					0	0	1,412	319	445	2,176
87-019	Arvida Pompano Park	1954, 1956		320,000	1,385,000	1,310,000		250					2,358	800	4,432	7,590
		1954		320,000	1,385,000	1,202,000							2,164	800	4,432	7,396
		1956				108,000							194	0	0	194
Palm Beach County																
	Briger Tract/Scripps Florida	28, 29	2,700	500,000	1,200,000	2,600,000		300			300	6,750	4,680	1,250	3,840	9,770
		28									300	3,048	4,680	1,250	3,664	9,594
		29									0	3,702	0	0	176	176
Coconut Creek																
	MainStreet at Coconut Creek	1815	2,750	1,600,000	525,000							6,875		4,000	1,680	5,680

Table B.1: Non-DRI Master Development Table

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Boca Raton																	
Artis Senior Living	5910 N Federal Highway	642									0	0					In Approval Process
University Village	555 NW Spanish River Boulevard	650	750		250	1,875	196,780	275,000			492	880					In Approval Process
Spanish River Townhomes	4202 N Military Trail	1432	75			188					0	0					In Approval Process
Coconut Creek																	
Promenade	Southwest Corner of Wiles Road and Lyons Road	1815					250,000				625						83%
El Dorado Plaza	Lyons Road and Sawgrass Expressway	1798					153,000				383						100%
Bel Lago Apartments	Wiles Road (between S.R.7 and Lyons Road)	1812		270		675											Under Construction
Casa Palma Apartments	S.R.7 and Regency Lakes Boulevard	1798		350		875											Under Construction
Broadstone Apartments	Hillsboro and S.R.7	1787		396		990											Under Construction
Paloma Lakes Townhomes	Northwest Corner of Wiles Road and Lyons Road	1812		300		750											95%
Grand Cypress Townhomes	Lyons Road and Sawgrass Boulevard	1798		134		335											100%
Dania Beach																	
DJP Airport West	SW 31st Street	2406								200,000				360			
Luckey's Motel	205 N Federal Highway	2388			81												
San Souci Hotel	480 E Dania Beach Boulevard	2387			240												
Shops at Griffin	SW Corner of Griffin and Ravenswood	2411					48,000				120						
Townplace Suites Hotel	SW 19 Court (North of Stirling Road)	2398			127												
Dania Jai Alai	301 E Dania Beach Boulevard	2386			400		60,000				150				60,000 Square Ft of Additional Casino		
Lakeview Industrial Warehouse	2400 Collins Road	2404								240,560				433			
Residence Inn	4801 Anglers Avenue	2411			156												
San Souci Apartments	480 E Dania Beach Boulevard	2387		198		495											
Valgard Self-Storage	Stirling Road (West of SW 18th Court)	2397					100,000				250						

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Deerfield Beach																	
LUPA (Golf Course to Proposed Employment Center)	Deerfield Beach Country Club	1766					151,000	151,000	453,000		378	483	815				Under current review
Warehouse/Showroom	1901 Sample Road	1830					37,000		60,615		93		109				Under current review
Delray Beach																	
Delray Place	SE corner of Linton/S. Federal Highway	528					138,130				345						In Approval Process
Uptown Delray	North side of SE 2nd Street, between SE 4th Avenue and SE 5th Avenue	1406		163		408	4,270				11						In Approval Process
Fairfield Inn	South side of W Atlantic Avenue, between SW 9th Avenue and SW 10th Avenue	560			95						0						In Approval Process
Bellantica Gardens	SE corner of West Atlantic Avenue/Military Trail	1415		200		500					0						In Approval Process
Fort Lauderdale																	
S.R. 84 Retail	2401 S Andrews Avenue	2127					50,000				125						Complete
Port Royale	3219 S Port Royale Drive	1979		737		1,843											Complete
Alantech	6451 N Federal Highway	2631		266		665											Approved
New River Yacht Club	400 SW 1 Avenue	2094		256		640											Approved
New River Village Phase 3	510 SE 5 Avenue	2081		195		488											Approved
Broward County Courthouse Garage	644 S Andrews Avenue	2082					1,500	12,000			4	38			83,123 Square Foot Parking Garage		Under Construction
One20Fourth	120 NE 4 Street	2051		386		965											Approved
Flagler Village I	720 NE 4 Street	2053		112		280											Approved
The Pearl	495 N Federal Highway	2049		327		818											Under Construction
Marina Lofts	400 SW 4th Avenue	2093		998		2,495											Under Review
William H Lindsay Property	765 NW 12 Avenue	2033		125		313											Approved
French Village	109 SE 9 Avenue	2056		202		505											Approved
French Quarter	215 SE 8 Avenue	2056		262		655											Approved
Waterway	3001 E Oakland Park Boulevard	1989		110		275											Approved
Crocker Tower	403 SE 2 Street	2083		395		988											Under Review
2nd St Residences	405 NE 2 Street	2052		398		995											Under Review
Pinnacle	803 SE 3rd Avenue	2082		112		280											Under Review

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Hollywood																	
ArtsPark Village	17th Avenue and Van Buren Street	2515		437		1,093	27,000	6,000			68	19					0%
Hollywood Circle	17th Avenue and Polk Street			424		1,060	68,000	0			170	0					0%
Gardens at Driftwood	7350 N. Davie Road Extension	2458		120		300	0	0			0	0					100%
ICON	1895 Tyler Street	2514		0			0	72,000			0	230					0%
Hollywood Station Phase III	22nd Avenue and Van Buren Street	2502		250		625	500	0			1	0					0%
West Lake Commons	1700 Sheridan Street	2434		0			80,300	0			201	0					0%
Coliseum	2520 South Miami Road			209		523	0	0									0%
Lauderhill																	
NW Corner - 11th Place/ S.R. 7		2254	250			625									1,200 Seats	Arts Center	0%
7955 Royal Palm Boulevard				125		313											0%
Across from Lauderhill Mall		2055					45,000				113				45,000 Square Ft.	Ent Center (Nightclub/Bars)	0%
Development Phase II			1300			3,250	425,000				1,063				425,000 Square Ft.	Commercial Sq. Ft.	0%
Margate																	
Toscana	Southwest Corner of NW 31 Street and S.R. 7	1837		262		655											
Celebration Point	Rancho Boulevard and S.R. 7	1833		290		725											
Lennar	7955 Royal Palm Boulevard	1838	125			313									125 Townhomes		
Pompano Beach																	
Elderly/Aged Housing Project				251		628											
Mid-Rise Residential Project (KOI)				350		875											Approved December 2012
Tamarac																	
Palm Cove	Just east of Turnpike, south of Commercial Boulevard		61	164		153											Site Plan Recently Approved
Sabal Palm	Just west of Turnpike, both sides of Commercial Boulevard		429			1,073											
Tamarac Village	North side of Commercial Boulevard University Drive	2204	0	1875 max allowed			131 +/- acres	131 +/- acres									

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Wilton Manors																	
Townhome project #1				74													Pending Approval
Townhome project #2				156													Pending Approval
Totals			**2,990**	**10,004**	**1,349**	**31,500**	**1,835,480**	**516,000**	**513,615**	**440,560**	**4,589**	**1,651**	**925**	**793**			
Municipal Overlay Districts (CRAs, TOCs, RACs, LACs, etc.)																	
Davie																	
Transit Oriented Corridor (TOC)			500 Townhouses	5700	750		500,000	1,700,000	1,200,000			5,440	2,160				Area of interest is now a TOC. The development intensities are the MAXIMUM allowed with the corridor
Dania Beach																	
RAC (Res, Retail, Industrial, Office)	East of I-95																Adopted in 2010
Hollywood																	
CRA District																	
Lauderhill																	
NE Corner - State Road 7/Sunrise		2022			150		150,000				375				150,000 Square Ft	Commercial Square Feet	0%
Margate																	
Transit Oriented Corridor																	
Plantation																	
Local Activity Center (LAC) and CRA**		2297, 2286, 2103, 2102, 2026, 2285, 2284		1,960			3,147,000					0			3.6 acres of Community Park Land		
Pompano Beach																	
Regional Activity Center (Isle of Capri Racino aka Arvida DRI*)				1,300			301,273	248,867	1,013,250			796	1823.85		135 acres commercial recreation, 27 acres of commercial, 26 of office		Passed November 2012
Transit Oriented Corridor			143	1,225			4,387,220	2,835,557	95,832			9,074	172.4976		1,459,260 sq. ft of Community Facility 2.1 acres of Park Space		Passed February 2011
Tamarac																	
(LAC) Local Activity Center	to NW 94 Avenue																
Wilton Manors																	
Dixie Highway / Transit Oriented Corridor																Transit-Oriented Corridor	
Totals			**643**	**10,185**	**900**		**8,485,493**	**4,784,424**	**2,309,082**		**375**	**15,310**	**4,156**				

Appendix E

Sawgrass Expressway Widening Future Land Use Update

FDOT

Florida's Turnpike Enterprise

FLORIDA'S TURNPIKE

Sawgrass Expressway Widening

Future Land Use Update

JUNE 2016

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Appendix A Major Developments and Land Use Forecast Details

Appendix B 2020 and 2040 TAZ SE Data

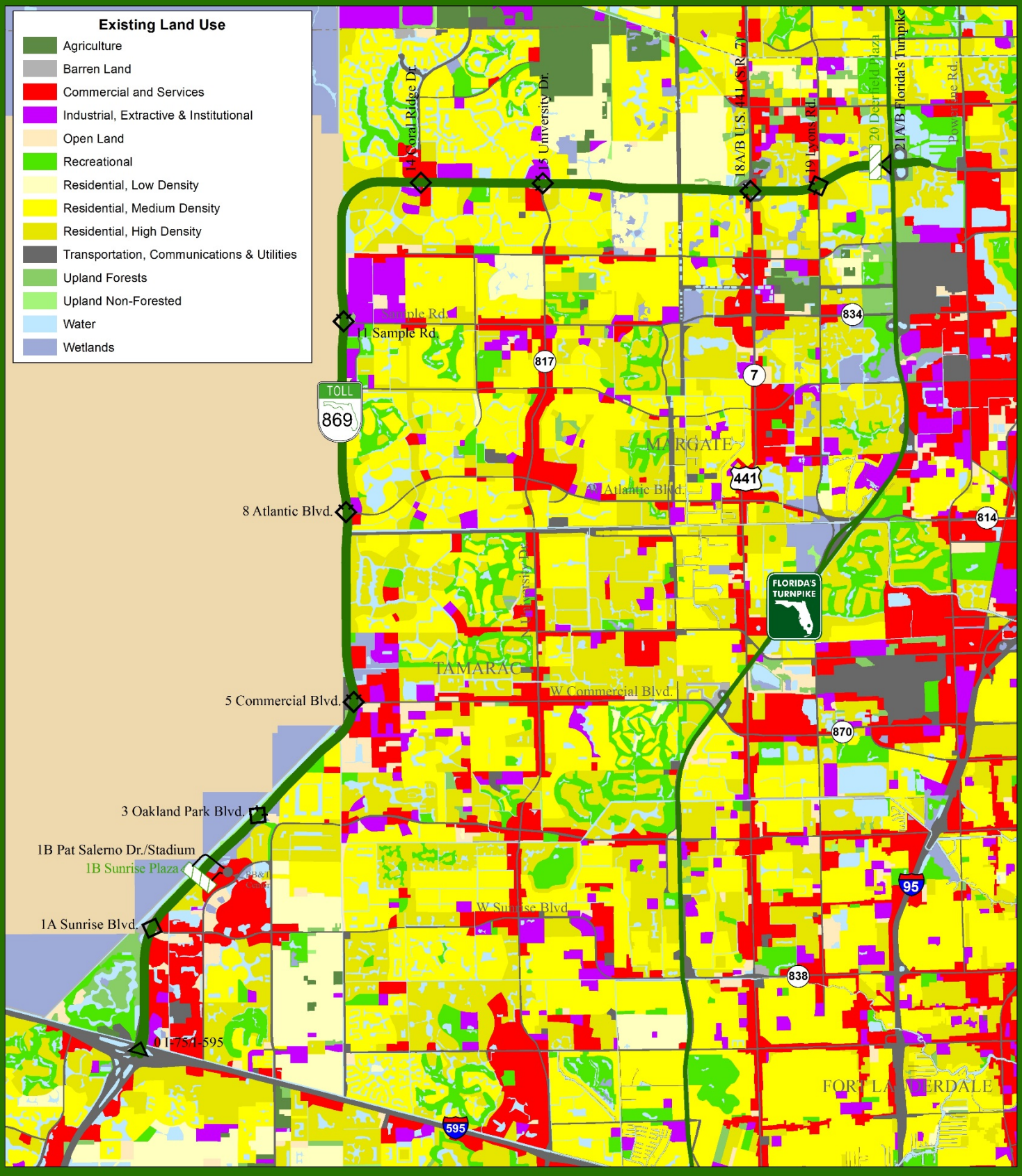
The Sawgrass Expressway (S.R. 869) is a tolled, 21-mile-long, limited-access facility located in northern Broward County. The majority of the facility is located on the western fringe of the Broward urban area. The facility has a north/south orientation from I-595/I-75 at the south end to the Coral Springs area to the north. The alignment changes to an east/west orientation prior to the interchange with Coral Ridge Drive on the west and continues east to the Florida's Turnpike Mainline. With traffic volumes in the area projected to increase, a series of Project Development and Environment (PD&E) studies will be conducted to evaluate the impacts of a proposed widening of the facility. The additional lanes constructed as part of the widening are currently proposed to be constructed in the form of managed express lanes.

As part of the project traffic forecasting efforts for the Sawgrass Widening PD&E studies, updated future traffic forecasts were produced. To support this effort, traffic modeling was completed using the Southeast Regional Planning Model (SERPM), which uses local population and employment data to model existing traffic conditions and to project and assign future traffic demand on area roads. Socioeconomic (SE) data are extremely important in producing accurate traffic forecasts, as future traffic demand is derived from these data. To provide reasonable traffic forecasts, the model must begin with up-to-date "base" model year data for the initial year. From this base year, future year SE data and future traffic forecasts are then developed.

To develop these forecasts, an extensive review of current and future land use in the project study area was conducted to provide the most accurate population and employment data for the base and future year forecasts. This included review of existing and proposed Developments of Regional Impact (DRIs) located within the study area and large-scale "sub-DRIs" (residential and non-residential developments with either 120+ dwelling units or over 50,000+ square feet of non-residential land use), Community Redevelopment Areas (CRAs), planned unit developments (PUDs), and master planned areas. The land use data were developed for the project model base year of 2010 and future years 2020, 2030, and 2040.

1.1 STUDY AREA

The project study area extended the entire 21-mile length of the Sawgrass Expressway, from milepost 0 (I-75/I-595) to milepost 21A/B (Florida's Turnpike). For the purposes of the study, development within a two-mile buffer along the Sawgrass Expressway corridor was analyzed, as the proximity of these developments and traffic analysis zones (TAZs) would likely produce the most significant traffic impacts to the facility in future years. **Figure 1** reveals the existing land use in the region, while **Figure 2** shows the 2-mile buffer and the DRIs evaluated.



Sawgrass Expressway, Existing Land Use

FDOT

Toll Plaza (All-Electronic)

Interchange With Toll Collection

Interchange With No Toll Collection

Existing Turnpike System Facility, Sawgrass Expressway

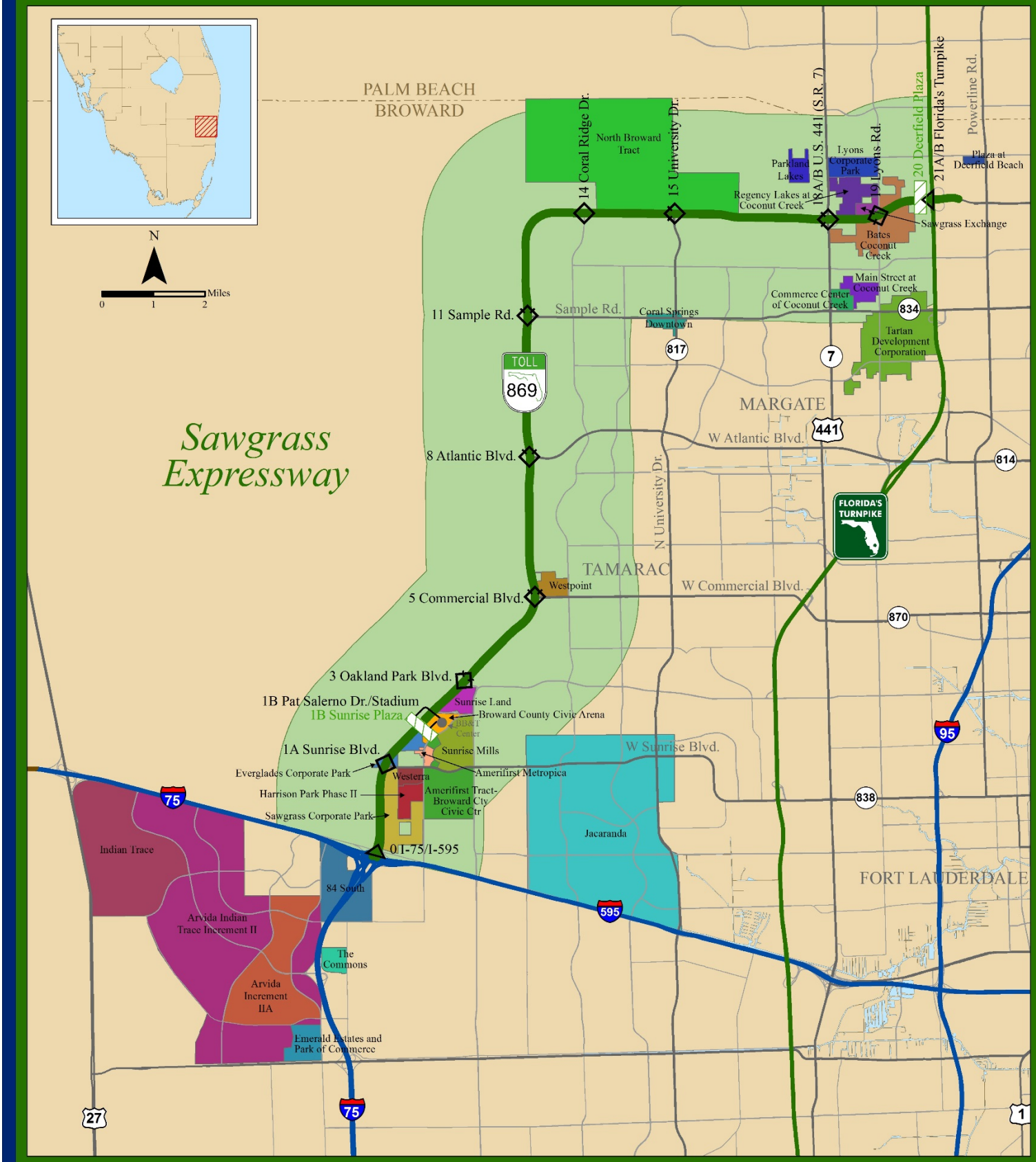
Existing Turnpike System Facility

County Boundary

FLORIDA'S TURNPIKE

May 13, 2015
Sources: NAVTEQ 2013
Florida's Turnpike Enterprise, 2015

Figure 1



Sawgrass Expressway, DRI Locations

FDOT

- Study Area
- Toll Plaza (All-Electronic)
- Interchange With Toll Collection
- Interchange With No Toll Collection
- Existing Turnpike System Facility, Sawgrass Expressway
- Existing Turnpike System Facility
- Interstate Highway
- Arterial
- Other Road
- County Boundary

FLORIDA'S TURNPIKE

May 13, 2015
Sources: NAVTEQ 2013
Florida's Turnpike Enterprise, 2015

Figure 2

2.1 STUDY DATA COLLECTION METHODOLOGY

The data for the land use review for this study were compiled from multiple sources using varying methods. This included:

- Review and analysis of DRIs with historical and current aerial photography to identify extent of constructed development and discover deviations from originally approved development plans.
- Field review of developments to identify where construction has begun on developments in situations where remotely accessible information was unavailable or insufficient.
- DRI information obtained from the South Florida Regional Planning Council (SFRPC)
- DRI and development information obtained from the Broward County Property Appraiser
- State of Florida Department of Economic Opportunity DRI records
- Redevelopment plans and overlay districts with future development plans such as CRAs, Transit-Oriented Corridors/Developments, Regional Activity Centers (RACs), and Local Activity Centers (LACs).
- Planned Unit Development entitlements obtained from the Broward County Planning and Zoning

2.2 LOCAL AGENCY INPUT

Municipalities located within a two-mile study area buffer zone (identified on **Figure 2**) were contacted and sent an editable summary table of known approved DRI information. Municipal planning staff members, as identified in **Table 1**, were asked to update the information, when appropriate, to identify changes in DRI status and additional sub-DRI approved development entitlements within their municipality. Respondents were asked to provide the number of approved dwelling units, dwelling unit type (single family, multi-family, etc.), square footage of non-residential development, and other development-related information that could be used to validate forecast model assumptions. Some respondents returned the table with input, while others preferred reviewing ongoing development activity via teleconference. This outreach effort identified previously unknown developments within the project study area and the status of known developments. This was a key component of the information used to update the future year model socioeconomic development data. **Table 1** provides a listing of each municipality contacted and the representative interviewed. The following tables are information provided by the municipalities. **Table 2** is a list of development information provided by the City of Lauderhill while **Table 3** is a list of development information provided by the City of Sunrise.

Table 1
Municipalities Contacted

Municipality	Representative	Position/Title	Land Use Input Method
Coconut Creek	Linda Whitman	Senior Planner	Meeting
Coral Springs*	N/A	N/A	N/A
Davie	David Quigley	Planning & Zoning Manager	Meeting
Deerfield Beach	Marcia Stevens	Long Range Planner	Meeting
Lauderhill	Earl Hahn	City Planner	Development Table
Margate	Courtney O'Neill	Planner	Meeting
Parkland	Damian Brink	Associate Planner	Meeting
Plantation	Laurence Leeds	Planning Director	Meeting
Sunrise	Josie Sesodia	Senior Planner	Development Table
Tamarac	Frank Zickar	Planning & Zoning Manager	Meeting
Weston	Sarah Sinatra	Senior Planner	Meeting

* Referred to public data available on the city website

Table 2
City of Lauderhill Development Input Table Transmitted

Development Name	Location (address or roads that border the development)	Residential Approved (Units)		Non Residential Approved (gross square foot)				Current Build-Out Status (Percent completed)
		Single Family	Multi-Family	Retail	Office	Hotel (rooms)	Industrial	
Townhome Development	NW Corner of Sunrise Boulevard and S.R. 7		160					10%
Potential multi-family development	West of S.R. 7 and NW 13th Place		400					0%
Retail/Commercial with Hotel	NE Corner of S.R. 7 and Sunrise Boulevard			300,000		300		0%
Retail Development	Commercial Boulevard / East of Pine Island Road			60,000				0%

Table 3
City of Sunrise Development Input Table Transmitted

Development Name	Location (address or roads that border the development)	Residential Approved (Units)		Non Residential Approved (gross square foot)				Current Build-Out Status (Percent completed)
		Single Family	Multi-Family	Retail	Office	Hotel (rooms)	Industrial	
84 South					67,800		42,700	95%
Amerifirst Tract	NW 136th Avenue/Sunrise/Flamingo				822,853			75%
BB&T Center Future Development	1 Panther Parkway		4,800	205,000	1,880,000	1,450		0%
Broward Civic Arena	1 Panther Parkway							100%
Deem	West of Hiatus Road/NW 50 Street/ NW 44th Street		1,238	684,000	684,000	120,300		0%
Everglades Corporate Center	West of Sawgrass Expressway at Sunrise Boulevard			30,000	634,000	350		0%
Fairway Isles	Center of golf course SE of University Drive/Oakland Park Boulevard		522					0%
Fruciante / North Broward Sites	SW Oakland Park Boulevard and Pine Island Road		54	45,700				0%
Metropica	NW136th Avenue north of Sunrise Boulevard on west and east sides		2,800	485,000	785,000			0%
Resort Villages PUD	West side of NW 136th Avenue south of West Oakland Park Boulevard		425					88%
Sawgrass Commercial	Sawgrass Expressway at Oakland Park Boulevard				335,000			0%
Sawgrass Corporate Park	Sunrise Boulevard/NW136th Avenue			252,702	1,000,004	895	434,022	65%
Sawgrass Mills	NW 136th Avenue to Flamingo Road north of Sunrise Boulevard			513,563	164,603	700		85%
Westerra	SW corner Sunrise Boulevard and NW 136th Avenue		1,750	285,000	1,094,002	300	3,095	33%

The model base year for the project was 2010. An updated 2010 SE dataset was used and the zones with noted development activity (DRI, substantial sub-DRI developments, and re-development districts) were updated with the latest data regarding the development's growth up to that time. Much of the land area east of the Sawgrass Expressway is largely built out. Because of this, many of the DRIs in the study area are older developments that reached build-out prior to 2010. Some developments were under construction in 2010, while some had no development activity on-site.

Future development was projected for model years 2020, 2030, and 2040. Each development was closely examined in order to produce realistic projections for development growth and rate of growth over the model years. Each development's history, likelihood for future growth, and pace of growth were established from field reviews and discussions with the city staff in which the development was located. Other factors for development growth included, but were not limited to local market activity, infrastructure improvements, growth of surrounding land uses, and area-specific growth initiatives.

Table 2 displays the 2010 status and projected future year development status for each of the identified DRIs in the project area.

Details of the major developments and land use forecast are presented in **Appendix A**.

Table 4
Project Area DRIs – Existing and Future Status

Development Name	2010 Status	Future Year Forecast Status		
		2020	2030	2040
84 South	Built Out	Built Out	Built Out	Built Out
Amerifirst Tract (Broward Civic Center)	Active/Approved	Active/Approved	Active/Approved	Built Out
Arvida Increment IIA-ECUMED	Active/Approved	Built Out	Built Out	Built Out
Arvida Indian Trace Increment II	Active/Approved	Built Out	Built Out	Built Out
Bates Coconut Creek	Active/Approved	Built Out	Built Out	Built Out
Broward County Civic Arena (Florida Panthers Entertainment District)*	Active/Approved	Active/Approved	Active/Approved	Built Out
Commerce Center of Coconut Creek	Built Out	Built Out	Built Out	Built Out
Coral Springs Downtown**	Active/Approved	Active/Approved	Active/Approved	Active/Approved
Emerald Estates and Park of Commerce	Active/Approved	Active/Approved	Built Out	Built Out
Everglades Corporate Park	Approved/No Development	Active/Approved	Built Out	Built Out
Harrison Park Phase II	Active/Approved	Built Out	Built Out	Built Out
Indian Trace	Built Out	Built Out	Built Out	Built Out
Jacaranda	Built Out	Built Out	Built Out	Built Out
Lyons Corporate Park	Built Out	Built Out	Built Out	Built Out
Main Street at Coconut Creek	Approved/No Development	Active/Approved	Active/Approved	Active/Approved
Metropica	Approved/No Development	Active/Approved	Active/Approved	Built Out
North Broward Tract (Parkland)	Active/Approved	Active/Approved	Built Out	Built Out
Parkland Lakes	Built Out	Built Out	Built Out	Built Out
Plaza at Deerfield Beach	Built Out	Built Out	Built Out	Built Out
Regency Lakes at Coconut Creek	Active/Approved	Built Out	Built Out	Built Out
Sawgrass Corporate Park	Active/Approved	Active/Approved	Built Out	Built Out

Table 4 (continued)
Project Area DRIs – Existing and Future Status

Development Name	2010 Status	Future Year Forecast Status		
		2020	2030	2040
Sawgrass Exchange***	Built Out	Built Out	Built Out	Built Out
Sawgrass Mills	Active/Approved	Active/Approved	Built Out	Built Out
Sunrise Land	Active/Approved	Built Out	Built Out	Built Out
Tartan	Built Out	Built Out	Built Out	Built Out
The Commons	Approved/No Development	Active/Approved	Built Out	Built Out
Westerra	Approved/No Development	Active/Approved	Active/Approved	Built Out
Westpoint	Active/Approved	Active/Approved	Built Out	Built Out

Notes:

The original Butler Farms DRI, located near exit 18A/B on the Sawgrass Expressway, was denied. A large residential development was built at the same location. The development is now built out and the TAZ reflecting this was included in the future land use projection.

*The Florida Panthers Entertainment District is a development located at the same location as the Broward County Civic Arena; however, the development has not yet been approved at this time.

**Refers to the Coral Springs Downtown CRA Development Plan.

***DRI was approved and later abandoned. The location now features mixed residential and commercial development. The TAZ was included in the future land use projections

3.1 INCORPORATION OF DRI DATA INTO PROJECT SE DATASET

The socioeconomic (SE) data used to project future year population and employment totals were merged and balanced within the larger SERPM SE data, which utilized "medium" level growth projections from the University of Florida's Bureau of Economic and Business Research (BEBR). The SERPM zonal data were updated by incorporating the growth associated with specific developments into the overall total for each zone. This process is outlined below:

- Identify the TAZs within the project area with known development (DRI, sub-DRI, CRAs, etc.), known as "development zones." The SE data updates were applied specifically to these TAZs.
- Establish Population and Employment growth totals for model base year (2010) and future years (2020, 2030, and 2040) for the development zones identified in the previous step.
- Establish Population and Employment totals for remaining areas within the TAZ not within a development zone.
- Combine totals from the previous two steps to establish a new population and employment projection for the zone.

The quantification of current and future land use from this effort was integrated into the model by converting the dwelling units and built non-residential square footage into residential population and employees, respectively. From this conversion, the numbers of population and employees were then distributed within the model by assigning the growth to the corresponding TAZ. The SE data were increased in each TAZ throughout each model year in which growth took place. The growth was assigned to each zone based on known development patterns within the area. An analysis was also completed to evaluate the amount of developable land available within each TAZ so that growth is not assigned to "built out" TAZs, those without the capacity for more growth.

3.1.1 Incorporation of Sub-DRI Data into Project SE Dataset

Data for the sub-DRI developments, PUDs, CRA redevelopment districts, transit-oriented corridors, etc., were collected via research and coordination with area municipalities and the South Florida Regional Planning Council. Data were provided in terms of numbers of proposed single-family and multi-family units and square footage of retail, office, and/or industrial buildings. Hotel information, when applicable, was provided in terms of the proposed number of hotel rooms.

SE data within TAZs in close proximity to the Sawgrass Expressway but not containing a DRI or identified non-DRI development were also examined for appropriateness of the population and employment growth totals. Because of their locations, these zones were of particular importance as they have a high likelihood of affecting traffic volumes on the facility if projections are unusually high or low.

3.1.2 Adjustments to Zones with Negative Zonal Growth

In the original SERPM zonal data, some zones would see reductions over time in population that would result in increases in employment or zones would see reductions in employment but would result in increases in population. These zones were identified as "redevelopment zones," reflecting the phenomena of older residential development being replaced by office/commercial development or older non-residential development being replaced by new single-family or multi-family developments. Reflecting this in the SE data can sometimes result in negative growth in some land uses over time; however, for the purposes of this study, negative zonal growth was not permitted and was eliminated by assuming zero growth in zones where this type of development was projected to occur or in areas projected for flat/no growth.

3.2 FUTURE YEAR DATA DEVELOPMENT

In addition to developing the 2010 base year data, SE data were also developed for years 2020, 2030 and 2040. For the 2020 data, many of the DRIs approaching build-out were assumed to have been completed by this time. The land use data were adjusted to reflect this. For the 2040 outer year, it was assumed that nearly all of the project area DRIs would be either at or near build-out, with non-DRI developments either at or near build-out as well. For the 2030 interim year, those developments that were not projected to be at or near build-out at that time had growth allocated to them via annual growth rates. The probability of developments reaching build out by a particular model year was determined from input received from city staff and analysis of annual growth rates associated with each development.

With these growth assumptions; population and employment growth was distributed to each corresponding TAZ where the identified development was located. Each TAZ was analyzed in order to ensure that growth was not attributed to zones that had become "built out" in a previous model year.

A complete table of the study area TAZs and future year SE Data are presented in **Appendix B**

Despite the dense nature of development within Broward County (17th most populous in the United States), population and employment growth is expected to continue at a fairly consistent rate. As economic conditions continue to improve statewide and nationally, residential real estate and business investment will continue to spur growth in the region. The county is also well positioned to take advantage of the state's new emphasis on freight/port economic activity. Though growth is not expected to return to pre-recession levels, the county, with its large residential population and broad economic base, is positioned well for consistent growth into the future.

This section presents descriptions for each of the major developments evaluated, including a summary of land use for the approved developments, and 2010 base year and forecasts for the planning years 2020, 2030, and 2040. Note that developments are often approved for more land use entitlements than what is eventually completed at build-out. The developments are listed in alphabetical order.

84 South DRI

Located in the City of Sunrise, the development was first approved in 1977. Through various changes to the originally approved entitlements, the development was approved for 2,917 dwelling units, 360,000 square feet of office use, 122,000 square feet of retail use, and 440,000 square feet of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	2,917	0	122,000	360,000	444,000	0	0

Amerifirst Tract DRI

Located in the City of Sunrise, the development was first approved in 1987. The development was originally approved for 1,998 dwelling units, 1.07 million square feet of office use, 442,480 square feet of retail use, and 1.28 million square feet of industrial use. A new American Express Corporate Office building will be built on the tract. The development is projected to reach build-out by 2017.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	2,370	0	442,480	1,074,653	0	0	0
2010	2,320	250	391,250	573,960	0	0	0
2020	2,320	250	405,250	1,396,810	0	0	0
2030	2,320	250	426,000	1,400,000	0	0	0
2040	2,320	250	426,000	1,400,000	0	0	0

Arvida Increment (ECUMED) – Indian Trace I DRI

Located in the City of Weston, the development was first approved in 1984. The development was approved for 663 dwelling units, 2.3 million square feet of office use, and 168,000 square feet of industrial use. The development is expected to reach build-out by 2017.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	1,600	1,500	0	2,300,000	168,000	0	0
2010	1,600	100	74,600	1,023,523	2,200,000	79,190	0
2020	1,600	100	75,000	1,023,523	2,400,000	79,190	0
2030-2040	1,600	100	75,000	1,023,523	2,471,590	79,190	0

Arvida Increment – Indian Trace II DRI

Located in the City of Weston, the development was first approved in 1979. The development was approved for 14,953 dwelling units, 3.3 million square feet of office use, and 1.4 million square feet of retail use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	14,953	0	1,400,000	3,300,000	0	0	0
2010	13,852	535	766,580	1,930,595	338,470	78,100	0
2020	14,100	535	800,910	2,221,450	338,470	78,100	0
2030	14,100	535	803,560	2,321,500	338,470	78,100	0
2040	14,953	535	816,060	2,325,500	338,470	78,100	0

Bates Coconut Creek DRI

Located in the City of Coconut Creek, the development was first approved in 1974. The development was approved for 10,000 dwelling units. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	10,000	0	448,500	25,000	0	0	0
2010	7,420	0	448,500	25,000	0	0	0
2020 - 2040	7,510	0	448,500	25,000	0	0	0

Broward County Civic Arena/Florida Panthers Entertainment District DRI

Located in the City of Sunrise, the development was first approved in 1997. The development was originally approved to construct an 872,000 square foot arena with a seating capacity of 21,371. The arena has been constructed and is currently operational. In 2009, an additional development was proposed at the arena site, which would include 4,800 dwelling units, 1.85 million square feet of office, 950,000 square feet of retail, a 9,200-seat theater, and 1,450 hotel rooms.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other (Seats)
Approved*	4,535	1,450	240,900	1,830,035	0	0	21,500
2010	0	0	0	0	0	0	21,500
2020	0	0	0	0	0	0	21,500
2030	2,535	1,200	240,000	970,000	0	0	21,500
2040	4,535	1,450	240,900	1,830,035	0	0	21,500

* Assumes approval of final plans for development

Commerce Center of Coconut Creek DRI

Located in the City of Coconut Creek, the development was first approved in 1986. The development was approved for 323,389 square feet of office use, 487,270 square feet of retail use, and 199,538 square feet of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out*	0	0	487,270	323,389	199,538	0	0
2010 - 2040	0	0	0	120,270	0	0	0

* Development contains several car dealerships; nearby casino is not part of the DRI

Coral Springs Community Redevelopment Area (CRA) / Downtown Development of Regional Impact (DDRI)

Located in the City of Coral Springs, the CRA was first created in 2001, with the DDRI approved in 2005. The development was approved for development maximums (including existing) of 2,400 dwelling units, 2 million square feet of office use, 1.2 million square feet of retail use, an 80,000-square-foot movie theater, and 750 hotel rooms. The development/redevelopment plan is tentatively scheduled for build-out in 2035.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other (SF)
Approved	2,400	750	1,200,000	2,000,000	0	0	80,000
2010	0	224	147,800	22,000	0	0	80,000
2020	1,115	224	211,800	22,000	0	0	80,000
2030	1,455	620	251,800	22,000	0	0	80,000
2040	1,955	620	251,800	22,000	0	0	80,000

* = square feet theater

Everglades Corporate Center/Corporate Park DRI

Located in the City of Sunrise, the development was first approved in 1989. The project was abandoned in 1993, however a new development has been planned in the same location. The development is proposed to include 634,000 square feet of office use, 30,000 square feet of retail use and 350 hotel rooms. The development is scheduled to be completed by 2020.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	0	350	30,000	634,000	0	0	0
2010	0	0	0	0	0	0	0
2020	0	0	15,000	150,000	0	0	0
2030	0	300	30,000	450,000	0	0	0
2040	0	350	30,000	634,000	0	0	0

Harrison Park Phase II DRI

Located in the City of Sunrise, the development was first approved in 1984. The development was approved for 725,000 square feet of office use and 900,000 square feet of industrial use. The development is nearing build-out, with a small amount of vacant developable land available.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	0	0	0	725,000	900,000	0	0

Jacaranda DRI

Located in the City of Plantation, the development was first approved in 1974. The development was approved for 29,235 dwelling units, 6.7 million square feet of office use, 5.3 million square feet of retail use, and 2,366 hotel rooms. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	29,235	2,366	5,300,000	6,700,000	900,000	0	0
2010	20,274	1,935	3,263,123	5,832,682	1,037,510	124,144	0
2020	20,476	1,935	3,275,047	5,890,870	1,052,136	125,385	0
2030	20,493	1,935	3,278,047	5,896,370	1,134,136	125,385	0
2040	20,493	1,935	3,280,047	5,901,870	1,138,136	125,385	0

Lyons Corporate Park DRI

Located in the City of Coconut Creek, the development was first approved in 1991. The development was approved for 210,000 square feet of office use, 10,000 square feet of retail use, and 851,000 square feet of industrial use. The development is nearing build-out, with a small amount of vacant development land available.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	0	0	10,000	210,000	851,000	0	0
2010	0	0	10,000	205,000	841,000	0	0
2020 - 2040	0	0	10,000	210,000	851,000	0	0

MainStreet at Coconut Creek DRI

Located in the City of Coconut Creek, the development was first approved in 2008. The development was approved for development maximums of 3,750 dwelling units, 525,000 square feet of office use, and 1.6 million square feet of retail use. Development has not yet begun on the property and is tentatively scheduled for build-out in 2040.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	3,750	0	1,600,000	525,000	0	0	0
2010	0	0	0	0	0	0	0
2020	500	0	278,950	23,860	0	98,043	0
2030	2,000	0	671,050	476,140	0	98,043	0
2040	2,750	0	950,000	525,000	0	98,043	0

Metropica DRI

Located in the City of Sunrise, the development was first approved in 2007. The development was approved for 2,800 dwelling units, 785,000 square feet of office use, and 485,000 square feet of retail use. The development has not yet begun and is projected to reach build-out by 2030.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	2,800	0	680,000	980,000	0	0	0
2010	0	0	0	0	0	0	0
2020	1,150	0	200,000	103,900	0	0	0
2030 - 2040	2,800	0	485,000	785,000	0	0	0

North Broward Tract (Parkland) DRI

Located in the City of Parkland, the development was first approved in 1974. The development was approved for 25,120 dwelling units. Development is ongoing and is likely to reach build-out in 2020. (Note that the development dwelling unit build-out will not approach the initially approved total.)

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	25,120	0	0	0	0	0	0
2010	5,700	0	341,600	34,700	0	0	0
2020	6,785	0	341,600	34,700	0	0	0
2030 - 2040	6,825	0	341,600	34,700	0	0	0

* The number of constructed dwelling units will be much lower than the approved total

Plaza at Deerfield Beach DRI

Located in the City of Deerfield Beach, the development was first approved in 1986. The development was approved for 450,000 square feet of retail use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	0	0	450,000	0	0	0	0

Regency Lakes at Coconut Creek (aka Sawgrass Park of Commerce) DRI

Located in the City of Coconut Creek, the development was first approved in 1987. The development was approved for 1,175 dwelling units, 1.1 million square feet of office use, 196,000 square feet of retail use, and 1.5 million square feet of industrial use. The development is nearing build-out, with a small amount of vacant development land available.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	1,175	0	196,000	1,100,000	1,500,000	0	0
2010	1,100	0	125,130	143,922	0	0	0
2020 - 2040	1,100	0	125,130	150,000	0	0	0

Sawgrass Corporate Park DRI

Located in the City of Sunrise, the development was first approved in 1987. The development was approved for 3.7 million square feet of office use, 250,000 square feet of retail use, 2.9 million square feet of industrial use, and 895 hotel rooms. The development is projected to reach build-out by 2020.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	0	895	250,000	3,700,000	2,900,000	0	0
2010	0	225	512,370	3,700,000	1,271,560	0	0
2020	0	525	530,000	3,700,000	1,360,000	0	0
2030	0	525	530,000	3,700,000	1,500,000	0	0
2040	0	850	530,000	3,700,000	1,560,000	0	0

***** Amount of industrial square footage will be much lower than the originally approved total

Sawgrass Exchange DRI

Located in the City of Coconut Creek, the development was first approved in 1987. The development was approved for 402 dwelling units, 405,000 square feet of office use, 280,000 square feet of retail use, and 285,000 square feet of industrial use. The DRI was abandoned in 2007; however, a mixed-use development was built and completed on the property.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	402	0	280,000	405,000	285,000	0	0
2010 - 2040	298	0	148,920	0	0	0	0

Sawgrass Mills DRI

Located in the City of Sunrise, the development was first approved in 1990. It was not categorized as a DRI. Because of expansion, the development was classified as a DRI in 2000. The development, with expansion, has been approved for 396 dwelling units, 200,000 square feet of office use, and 3.3 million square feet of retail use.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	396	700	3,342,000	200,000	0	0	0
2010	396	0	3,196,600	200,000	0	0	0
2020	396	0	3,200,000	200,000	0	0	0
2030	396	0	3,300,000	200,000	0	0	0
2040	396	0	3,300,000	200,000	0	0	0

Sunrise Land DRI/Artesia Development

Located in the City of Sunrise, the development was first proposed in 2000. The development initially proposed 109,000 square feet of office use and 1.5 million square feet of retail. The DRI proposal was later withdrawn, and the area has since been developed into a mixed-use residential/retail/office development.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	0	0	1,500,000	109,000	0	0	0
2010	1,220	0	0	0	0	0	0
2020 - 2040	2,073	0	21,500	134,000	0	0	0

Tartan DRI

Located in the City of Coconut Creek, the development was first proposed in 1978. The development was initially approved for 5,380 dwelling units, 100,000 square feet of office use, 434,000 square feet of retail use, and 427,000 square feet of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	5,380	0	434,000	100,000	427,000	0	0

The "Wedge" Development

Located in the City of Parkland, the land for the development was transferred via annexation from Palm Beach County to Broward County in 2009. The development was approved for a maximum of 4,612 dwelling units, 785,169 square feet of commercial/office use, and 3,576,189 square feet of industrial use. Development is ongoing and should reach build-out by 2030.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	4,612	0	785,169	0	3,576,189	0	0
2010	0	0	0	0	0	0	0
2020	1,500	0	30,000	0	350,000	0	0
2030	4,580	0	760,000	0	1,950,000	0	0
2040	4,580	0	760,000	0	1,950,000	0	0

Westerra/Sawgrass Technology Park DRI

Located in the City of Sunrise, the original development was first proposed in 1982 under the name Sawgrass Technology Park. This development was approved for 556,000 square feet of office use and 166,900 square feet of industrial use. The original development was completed as a 653,000-square-foot office complex. The Westerra development was also approved for 1,750 dwelling units, 1.09 million square feet of office use, 285,000 square feet of retail, 140,000 square feet of industrial use, and 300 hotel rooms. This development is projected to reach build-out by 2030.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	1,750	300	285,000	1,090,000	140,000	0	0
2010	0	0	0	0	0	0	0
2020	450	0	100,000	309,000	20,307	0	0
2030	1,600	0	285,000	684,000	50,000	0	0
2040	1,650	300	285,000	989,000	60,000	0	0

Westpoint DRI

Located in the City of Tamarac, the development was first proposed in 1989. The development was initially approved for 480,000 square feet of office use and 427,000 of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	0	300	245,000	848,900	440,000	0	0
2010	0	113	245,000*	830,000	407,490	0	0
2020 - 2040	0	113	245,000	848,900	440,000	0	0

2020 TAZ SE Data

TAZ	2020						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
779	0	1,500	3,750	630	38	0	668
1776	0	0	0	0	1,125	0	1,125
1789	0	865	2,163	0	0	0	0
1790	0	213	533	0	38	0	38
1791	0	1,050	2,625	0	0	0	0
1792	0	1,225	3,063	0	0	0	0
1793	0	1,275	3,188	0	0	0	0
1794	0	785	1,963	0	0	0	0
1795	0	300	833	0	0	0	0
1797	0	2,450	6,125	0	0	928	928
1798	150	1,528	3,820	1,664	1,675	744	4,083
1801	0	365	913	0	0	0	0
1802	0	295	738	0	0	0	0
1803	0	665	1,663	0	0	0	0
1804	0	550	1,375	0	685	64	749
1811	0	1,690	3,622	0	193	0	193
1812	0	2,440	6,100	0	1,121	0	1,121
1813	0	2,620	6,550	0	0	445	445
1814	0	1,435	3,588	0	161	232	393
1815	0	500	1250	176	2,039	469	2,684
1856	121	785	1,963	0	158	0	158
1857	0	1,130	2,825	0	244	669	912
1859	0		0	4,140	1,063	3,520	8,723
1863	0	5,065	10,130	0	656	2,670	3,326
1943	0	2,470	6,175	0	114	67	181
1944	0	2,970	4,713	0	0	0	0
2217	0		0	839	775	728	2,342
2218	0	300	450	3,960	538	4,138	8,635
2221	0	3,410	5,115	0	865	422	1,287
2228	0	1,100	2,750	0	6,601	640	7,241
2229	0	1,150	2,300	0	463	224	687

TAZ	2020						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2231	225	450	1,125	2,289	1,350	9,750	13,389
2232	250	2,320	5,800	0	1,013	4,470	5,483
2240	0	313	0	0	38	0	0
2241	0	404	1,010	0	0	0	0
2242	0	263	657	0	343	0	343
2247	0	556	1,389	0	0	0	0
2259	0	0	0	1,327	0	0	1,327
2263	0	0	0	0	506	614	1,120
2264	0	778	1,944	0	629	0	629
2265	0	343	859	0	0	0	0
2266	0	1,581	3,952	0	0	0	0
2267	0	1,192	2,980	0	0	0	0
2268	0	1,742	3,485	0	0	288	288
2269	400	1,136	2,841	118	151	386	655
2275	0	657	1,641	0	0	0	0
2276	0	1,970	3,939	0	403	62	465
2277	0	828	2,071	0	291	0	291
2278	0	1,237	3,093	0	69	0	69
2279	0	3,560	7,121	305	199	902	1,407
2280	670	0	0	0	363	6,542	6,905
2292	0	0	0	0	2,806	51	2,857
2293	625	223	558	135	1,780	7,840	9,755
2294	0	2,879	6,333	0	0	0	0
2295	0	556	1,389	0	0	0	0
2296	240	260	520	144	648	2,166	2,957
2324	0	2,820	7,050	884	380	756	2,021
2325	0	1,380	3,450	0	1,638	863	2,501
2328	0	1,500	3,750	0	348	0	348
2329	0	2,190	5,475	0	0	0	0
2333	0	1,240	3,100	0	0	0	0
2334	120	2,240	4,705	0	651	688	1,339
2335	0	810	2,025	0	0	0	0
2338	0	445	1,113	0	0	0	0

TAZ	2020						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2339	0	1,155	2,888	0	0	0	0
2340	0	430	1,075	0	0	0	0
2347	0	3,600	9,000	0	502	34	536
2403	103	935	2,338	0	749	3,406	4,156
2638	0	2,520	6,300	0	0	0	0
2639	200	0	0	609	448	3,425	4,482
2640	100	320	800	4,320	188	1,906	6,414
2641	0		0	0	63	2,962	3,025
2646	0	1,320	3,300	0	54	429	483
2653	0	575	1,438	0	169	47	216
2654	0	1,885	4,713	0	0	0	0
2655	0	1,200	3,000	0	885	46	930

2020 TAZ SE Data

TAZ	2040						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
779	0	3,840	9,600	5,793	1,213	0	7,006
1776	0	0	0	0	1,125	0	1,125
1789	0	905	2,263	0	0	0	0
1790	0	913	2,283	0	688	0	688
1791	0	1,050	2,625	0	0	0	0
1792	0	1,225	3,063	0	0	0	0
1793	0	1,275	3,188	0	0	0	0
1794	0	825	2,063	0	0	0	0
1795	0	300	833	0	0	0	0
1797	0	2,450	6,050	0	0	928	928
1798	150	1,528	3,820	1,734	1,675	744	4,153
1801	0	365	913	0	0	0	0
1802	0	295	738	0	0	0	0
1803	0	665	1,663	0	0	0	0
1804	0	550	1,375	0	685	64	749
1811	0	1,690	3,622	0	193	0	193
1812	0	2,440	6,100	0	1,121	0	1,121
1813	0	2,620	6,550	0	0	445	445
1814	0	1,450	3,625	0	161	232	393
1815	0	2,750	6,875	176	2,375	1,993	4,544
1856	121	785	1,963	0	158	0	158
1857	0	1,410	3,525	0	404	669	1,072
1859	0	0	0	4,320	788	4,160	9,268
1863	0	5,265	10,530	0	656	2,670	3,326
1943	0	2,470	4,940	0	114	67	181
1944	0	2,970	4,455	0	0	0	0
2217	0	0	0	839	775	728	2,342
2218	0	1,230	1,845	5,421	1,713	5,722	12,855
2221	0	3,410	5,115	0	865	422	1,287
2228	0	3,196	7,990	0	7,363	880	8,243
2229	1,200	4,700	9,400	0	1,125	4,800	5,925

TAZ	2040						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2231	525	1,650	4,125	2,289	1,955	12,485	16,729
2232	250	2,320	5,800	0	1,065	4,480	5,545
2240	0	313	783	0	0	0	0
2241	0	404	1,010	0	0	0	0
2242	0	263	657	0	343	0	343
2247	0	556	1,389	0	0	0	0
2259	0	0	0	1,327	0	0	1,327
2263	0	0	0	0	506	614	1,120
2264	0	778	1,944	0	629	0	629
2265	0	343	859	0	0	0	0
2266	0	1,581	3,952	0	0	0	0
2267	0	1,192	2,980	0	0	0	0
2268	0	1,742	3,485	0	0	288	288
2269	400	1,136	2,841	118	151	386	655
2275	0	657	1,641	0	0	0	0
2276	0	1,970	3,939	0	403	62	465
2277	0	828	2,071	0	291	0	291
2278	0	1,237	3,093	0	69	0	69
2279	0	3,560	7,121	305	199	902	1,407
2280	670	0	0	0	363	6,542	6,905
2292	0	0	0	0	2,806	48	2,854
2293	625	230	575	155	1,793	7,872	9,819
2294	0	2,879	6,333	0	0	0	0
2295	0	556	1,389	0	0	0	0
2296	240	270	540	0	648	2,166	2,813
2324	0	2,820	7,050	936	380	756	2,072
2325	0	1,380	3,450	0	1,655	863	2,518
2328	0	1,500	3,750	0	348	0	348
2329	0	2,190	5,475	0	0	0	0
2333	0	1,240	3,100	0	0	0	0
2334	235	2,240	4,705	0	683	704	1,387
2335	0	810	2,025	0	0	0	0
2338	0	445	1,113	0	0	0	0

TAZ	2040						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2339	0	1,155	2,888	0	0	0	0
2340	0	645	1,613	0	138	0	138
2347	0	3,600	9,000	0	0	0	0
2403	103	1,720	4,300	0	849	3,406	4,256
2638	0	2,520	6,300	0	0	0	0
2639	300	0	0	609	448	3,520	4,577
2640	100	320	800	4,449	59	1,910	6,419
2641	0	0	0	0	70	3,184	3,254
2646	0	1,345	3,363	0	54	429	483
2653	0	575	1,438	0	169	47	216
2654	0	1,885	4,713	0	0	0	0
2655	0	1,200	3,000	0	885	46	930

FDOT

Florida's Turnpike Enterprise

Appendix F

Future K and D Factors and Year 2020 Design Hour Volumes Figures

Table F1: Turnpike Mainline K and D Factors

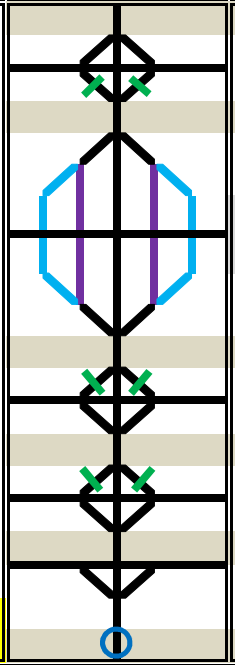
Mile Post - Description	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
		**10.3%**	**56.6%**	**9.5%**	**56.6%**	**11.1%**	**53.2%**	**9.8%**	**56.9%**	**10.2%**	**59.1%**
75 - Glades Road		12.0%	59.9%	12.0%	60.1%	7.5%	58.9%	8.3%	55.2%	12.3%	59.9%
		14.2%	63.7%	12.7%	63.8%	10.4%	51.4%	13.0%	64.2%	12.9%	63.9%
		10.9%	**50.9%**	**9.8%**	**50.9%**	**11.4%**	**52.5%**	**10.5%**	**52.4%**	**10.5%**	**53.9%**
71 - Sawgrass Expressway		12.7%	56.7%	14.0%	56.2%	12.1%	51.2%	12.8%	50.5%	12.7%	50.1%
Sawgrass Expressway West		12.7%	56.7%	14.0%	56.2%	12.7%	56.7%	14.0%	56.2%	14.0%	56.2%
SW 10th Street East											
SW 10th Street East											
Sawgrass Expressway West		17.1%	67.3%	17.2%	67.2%	17.5%	68.4%	17.5%	68.0%	17.5%	68.0%
		17.1%	67.3%	17.2%	67.2%	12.8%	52.5%	12.8%	52.6%	12.6%	51.6%
		11.3%	**57.9%**	**9.8%**	**57.5%**	**11.6%**	**54.0%**	**10.4%**	**53.7%**	**10.4%**	**54.6%**
69 - Sample Road		13.1%	55.6%	13.2%	55.6%	13.9%	54.9%	14.3%	54.6%	15.1%	55.0%
		13.7%	53.1%	14.7%	53.0%	13.3%	54.7%	14.3%	51.2%	16.5%	51.3%
		11.6%	**55.4%**	**10.3%**	**55.3%**	**11.6%**	**54.0%**	**10.6%**	**53.3%**	**10.8%**	**53.6%**
67 - Coconut Creek Parkway		13.1%	64.8%	13.2%	64.7%	13.1%	64.9%	13.1%	64.8%	13.0%	64.5%
		10.8%	63.6%	10.9%	63.4%	10.9%	63.5%	10.9%	63.7%	10.9%	63.7%
		11.2%	**51.3%**	**10.0%**	**51.0%**	**11.3%**	**50.2%**	**10.3%**	**50.7%**	**10.4%**	**50.2%**
66 - Atlantic Boulevard		10.7%	57.6%	10.7%	57.5%	10.7%	57.0%	10.6%	56.7%	10.8%	57.4%
Control Point for the Corridor											
65 - Pompano Beach Service Area		**11.1%**	**50.2%**	**10.1%**	**50.2%**	**11.2%**	**50.9%**	**10.3%**	**51.5%**	**10.5%**	**51.1%**

Table F2: Sawgrass Expressway K and D Factors

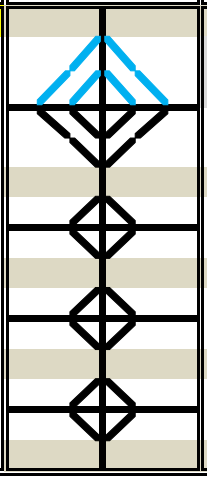
Mile Post - Description	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
West of Waterways - Control Point for the Corridor		**13.1%**	**60.9%**	**11.0%**	**60.9%**	**11.3%**	**65.4%**	**9.9%**	**64.9%**	**9.7%**	**64.0%**
20 - SW 10th To/From Turnpike South						9.5%	68.0%	9.5%	67.9%	9.5%	68.0%
SW 10th To/From Turnpike North						10.0%	73.3%	10.0%	68.2%	10.0%	68.4%
Sawgrass Expressway To/From Turnpike North		12.7%	56.7%	14.0%	56.2%	12.7%	56.7%	14.0%	56.2%	14.0%	56.2%
Sawgrass Expressway To/From Turnpike Sorth		17.1%	67.3%	17.2%	67.2%	17.5%	68.4%	17.5%	68.0%	17.5%	68.0%
		13.7%	**60.8%**	**13.1%**	**60.7%**	**13.6%**	**61.7%**	**12.9%**	**61.3%**	**12.3%**	**60.8%**
		13.2%	56.9%	13.3%	56.9%	13.2%	56.9%	13.4%	56.8%	13.4%	56.8%
19 - Lyons Road		17.3%	51.2%	14.2%	51.6%	17.4%	51.2%	14.1%	51.6%	14.2%	51.6%
		14.2%	**59.6%**	**13.2%**	**59.6%**	**14.1%**	**60.3%**	**13.1%**	**59.9%**	**12.4%**	**59.7%**
		11.9%	67.7%	11.3%	67.3%	11.2%	67.6%	11.3%	67.5%	11.3%	67.5%
18 - US 441/ SR 7		12.1%	54.0%	11.3%	54.2%	12.1%	54.1%	11.3%	54.1%	11.3%	54.2%
		14.1%	**56.1%**	**13.1%**	**56.1%**	**14.1%**	**56.6%**	**13.0%**	**56.1%**	**12.3%**	**56.1%**
		12.9%	64.6%	12.6%	65.7%	12.6%	65.6%	12.6%	65.5%	12.6%	65.6%
15 - University		12.6%	57.5%	12.7%	57.8%	12.6%	57.5%	12.7%	57.7%	12.7%	57.8%
		14.2%	**53.2%**	**13.2%**	**51.3%**	**14.3%**	**53.5%**	**13.0%**	**51.5%**	**12.3%**	**51.1%**

Table F3: SW 10th Street K and D Factors

	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
		8.6%	**53.1%**	**8.5%**	**54.2%**	**7.2%**	**51.3%**	**8.5%**	**53.3%**	**7.7%**	**51.7%**
Natura Boulevard (to/from North)		9.4%	61.9%	10.2%	61.5%	8.4%	62.6%	10.2%	58.7%	9.7%	60.5%
(to/from South)		9.1%	52.4%	7.7%	54.4%	8.3%	50.3%	7.0%	50.7%	7.1%	50.0%
		8.4%	**55.7%**	**8.3%**	**56.1%**	**7.2%**	**54.9%**	**8.6%**	**55.5%**	**7.6%**	**54.9%**
I-95											
Control Point for the Corridor		**9.3%**	**50.3%**	**9.2%**	**50.0%**	**8.5%**	**51.4%**	**9.5%**	**50.8%**	**9.6%**	**51.5%**
Newport Center Drive (to/from North)		13.5%	83.4%	12.7%	82.9%	10.3%	83.4%	11.2%	80.3%	11.8%	82.0%
(to/from South)		13.5%	84.7%	13.1%	84.4%	13.6%	84.5%	13.6%	81.2%	13.9%	83.8%
		9.7%	**61.8%**	**9.6%**	**61.1%**	**8.6%**	**61.3%**	**9.6%**	**59.6%**	**9.8%**	**59.5%**
South Military Trail (to/from North)		11.0%	52.6%	10.7%	52.7%	10.2%	53.9%	10.3%	52.5%	10.6%	52.7%
(to/from South)		8.5%	62.1%	8.5%	60.6%	8.9%	59.6%	9.1%	60.8%	8.9%	58.1%
		9.5%	**58.6%**	**9.4%**	**58.6%**	**9.5%**	**60.9%**	**10.2%**	**57.7%**	**9.2%**	**59.2%**
Driveways (to/from South)											
			59.3%		**60.1%**		**61.6%**		**58.2%**		**59.3%**
SW 24th Avenue (to/from South)		10.4%	70.4%	9.8%	69.1%	10.4%	70.4%	9.8%	69.1%	9.8%	69.1%
		9.8%	**60.2%**	**9.6%**	**60.0%**	**9.8%**	**62.2%**	**10.1%**	**58.9%**	**9.3%**	**60.0%**
SW 28th Avenue (to/from South)		10.2%	82.2%	11.7%	78.6%	9.3%	78.8%	10.8%	75.0%	8.4%	76.1%
		9.8%	**58.4%**	**9.7%**	**58.2%**	**9.8%**	**60.7%**	**10.3%**	**57.1%**	**9.5%**	**58.4%**
SW 30th Avenue (to/from South)		8.8%	68.2%	8.8%	68.2%	8.8%	68.2%	8.0%	62.5%	6.3%	54.5%
		9.9%	**59.5%**	**9.8%**	**59.2%**	**10.0%**	**61.5%**	**11.7%**	**57.6%**	**9.6%**	**58.6%**
Driveways (Industrial Park) (to/from North)		7.8%	75.0%	7.8%	75.0%	7.8%	75.0%	7.8%	75.0%	7.8%	75.0%
		9.7%	**60.3%**	**9.6%**	**60.0%**	**9.8%**	**62.1%**	**10.3%**	**58.2%**	**9.5%**	**59.1%**
Powerline Road (S.R. 845) (to/from North)		10.0%	54.9%	10.2%	55.0%	10.7%	59.8%	10.0%	63.4%	10.0%	60.8%
(to/from South)		10.5%	52.4%	11.0%	52.5%	11.8%	55.8%	11.7%	57.5%	11.3%	58.0%
		14.3%	**64.0%**	**10.8%**	**63.7%**	**10.8%**	**68.2%**	**9.7%**	**67.3%**	**9.7%**	**66.0%**
Independence Drive (to/from South)		8.0%	75.0%	8.0%	75.0%	7.1%	75.0%	5.2%	75.0%	5.2%	75.0%
		14.6%	**63.6%**	**11.0%**	**63.3%**	**11.0%**	**67.8%**	**9.7%**	**66.9%**	**9.7%**	**65.7%**
Waterways Boulevard (to/from South)		9.7%	83.2%	9.7%	83.2%	9.7%	83.2%	9.7%	83.2%	9.7%	83.2%
Control Point for the Corridor		**13.1%**	**60.9%**	**11.0%**	**60.9%**	**11.3%**	**65.4%**	**9.9%**	**64.9%**	**9.7%**	**64.0%**
Turnpike											
Sawgrass Expressway											

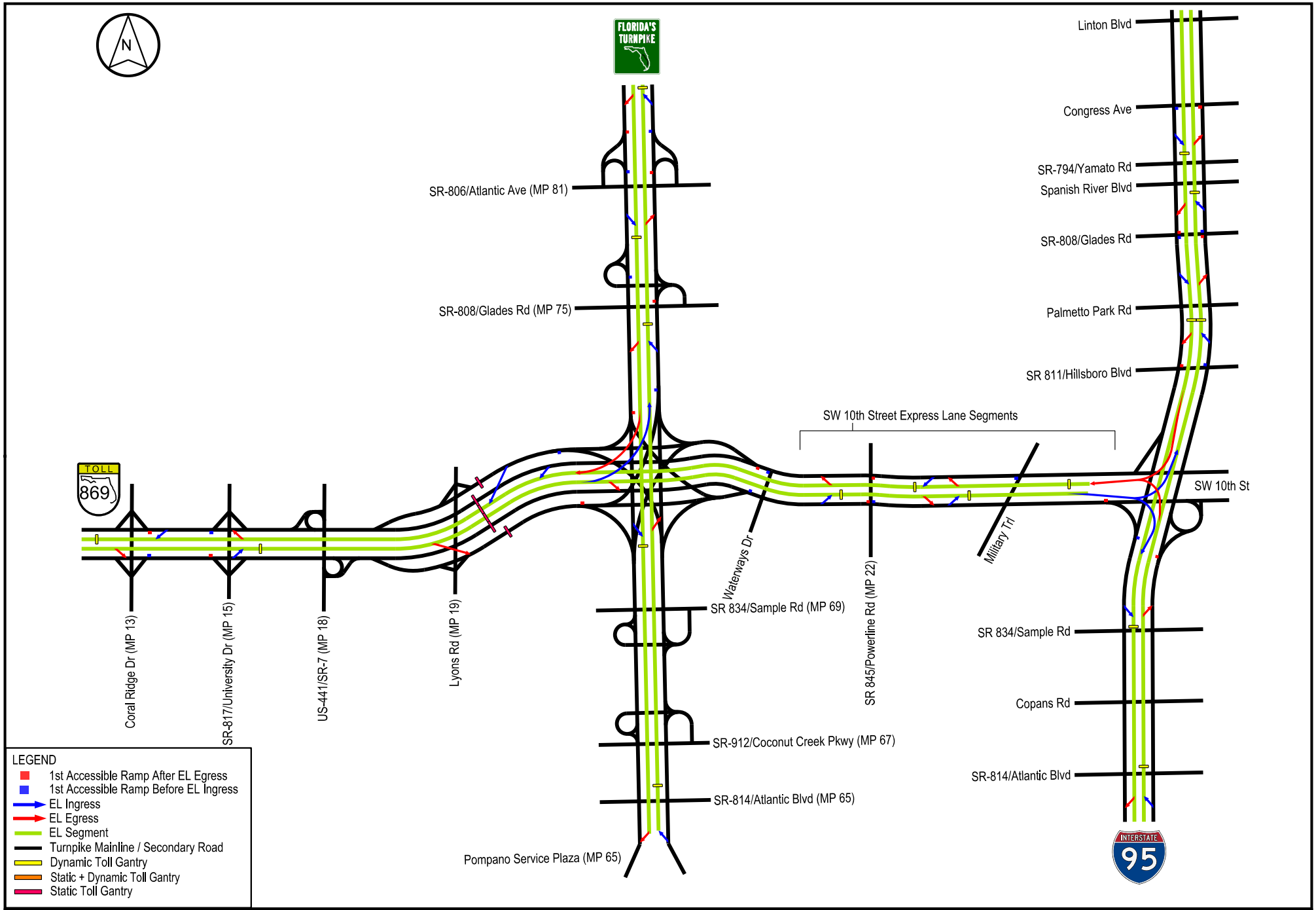
Table F4: I-95 K and D Factors

Mile Post - Description	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
		7.3%	**56.7%**	**7.3%**	**58.0%**	**7.3%**	**56.7%**	**7.3%**	**57.9%**	**7.2%**	**57.8%**
50 - Congress Avenue		**10.3%**	**80.6%**	**10.3%**	**80.8%**	**10.3%**	**80.7%**	**10.3%**	**80.5%**	**10.3%**	**80.5%**
		8.89%	65.00%	8.83%	65.29%	8.90%	65.43%	8.91%	65.04%	8.88%	65.35%
		7.2%	**53.2%**	**7.1%**	**53.7%**	**7.2%**	**53.2%**	**7.1%**	**53.7%**	**7.1%**	**53.5%**
48 - S.R. 794 (Yamato Road)		8.84%	66.18%	8.86%	66.10%	8.85%	66.30%	8.84%	66.10%	8.85%	66.28%
		8.74%	65.57%	8.74%	65.47%	8.73%	65.68%	8.72%	65.57%	8.73%	65.48%
		7.17%	**52.95%**	**7.09%**	**52.73%**	**7.17%**	**52.92%**	**7.09%**	**52.72%**	**7.08%**	**52.79%**
Spanish River Boulevard		8.58%	58.51%	8.08%	57.48%	8.58%	58.51%	8.05%	57.48%	8.09%	57.41%
		8.76%	54.33%	8.62%	55.50%	8.78%	54.26%	8.59%	55.45%	8.62%	55.60%
		7.13%	**54.56%**	**7.14%**	**54.39%**	**7.13%**	**54.51%**	**7.15%**	**54.35%**	**7.14%**	**54.44%**
45 - S.R. 808 (Glades Road)		6.62%	63.74%	6.60%	64.13%	6.61%	63.93%	6.62%	63.88%	6.64%	64.00%
		6.13%	63.05%	6.12%	62.84%	6.16%	62.93%	6.16%	62.90%	6.12%	62.95%
		7.04%	**58.01%**	**7.07%**	**57.97%**	**7.05%**	**57.94%**	**7.07%**	**57.91%**	**7.06%**	**57.93%**
44 - C.R. 798 (Palmetto Park Road)		7.77%	57.40%	7.80%	57.39%	7.81%	57.33%	7.80%	57.38%	7.79%	57.34%
		7.68%	50.40%	7.66%	50.37%	7.66%	50.41%	7.65%	50.37%	7.69%	50.36%
Control Point for the Corridor		**7.04%**	**56.70%**	**7.04%**	**56.70%**	**7.04%**	**56.67%**	**7.04%**	**56.66%**	**7.04%**	**56.69%**
42 - S.R. 810 (Hillsboro Boulevard)		8.86%	51.00%	9.39%	50.69%	8.82%	50.81%	8.89%	50.92%	8.75%	50.57%
		7.91%	51.12%	7.78%	53.07%	7.89%	50.79%	7.79%	54.61%	7.69%	54.95%
		6.94%	**56.25%**	**6.86%**	**55.94%**	**6.93%**	**56.27%**	**6.86%**	**55.99%**	**6.87%**	**56.03%**
41 - S.R. 869 (SW 10th Street)		8.18%	55.26%	8.15%	53.90%	8.18%	55.32%	8.16%	53.89%	8.14%	54.03%
		7.31%	53.25%	7.39%	54.58%	7.31%	53.26%	7.40%	54.52%	7.60%	53.89%
		6.80%	**54.95%**	**6.75%**	**54.47%**	**6.76%**	**54.77%**	**6.70%**	**54.39%**	**6.70%**	**54.35%**
39 - S.R. 834 (Sample Road)		7.58%	58.69%	7.54%	58.17%	7.67%	58.77%	7.56%	58.47%	7.53%	58.40%
		6.74%	68.85%	6.90%	67.01%	6.79%	68.85%	6.91%	67.12%	6.89%	66.89%
		6.70%	**50.36%**	**6.67%**	**50.19%**	**6.66%**	**50.13%**	**6.62%**	**50.00%**	**6.62%**	**50.03%**
38 - Copans Road		7.50%	50.26%	7.49%	50.23%	7.51%	50.26%	7.51%	50.22%	7.49%	50.22%
		7.90%	56.71%	7.92%	56.63%	7.89%	56.76%	7.92%	56.72%	7.91%	56.68%
		6.80%	**50.92%**	**6.78%**	**51.07%**	**6.76%**	**51.16%**	**6.73%**	**51.31%**	**6.73%**	**51.33%**
36 - S.R. 814 (Atlantic Boulevard)		6.82%	52.40%	6.82%	52.44%	6.81%	52.40%	6.82%	52.51%	6.81%	52.39%
		6.63%	51.49%	6.61%	51.50%	6.62%	51.47%	6.64%	51.46%	6.63%	51.46%
		6.77%	**51.07%**	**6.74%**	**51.27%**	**6.73%**	**51.30%**	**6.69%**	**51.55%**	**6.69%**	**51.54%**

Appendix G

Build Options Traffic Volumes and Toll Plans

Build Option 3A



FDOT

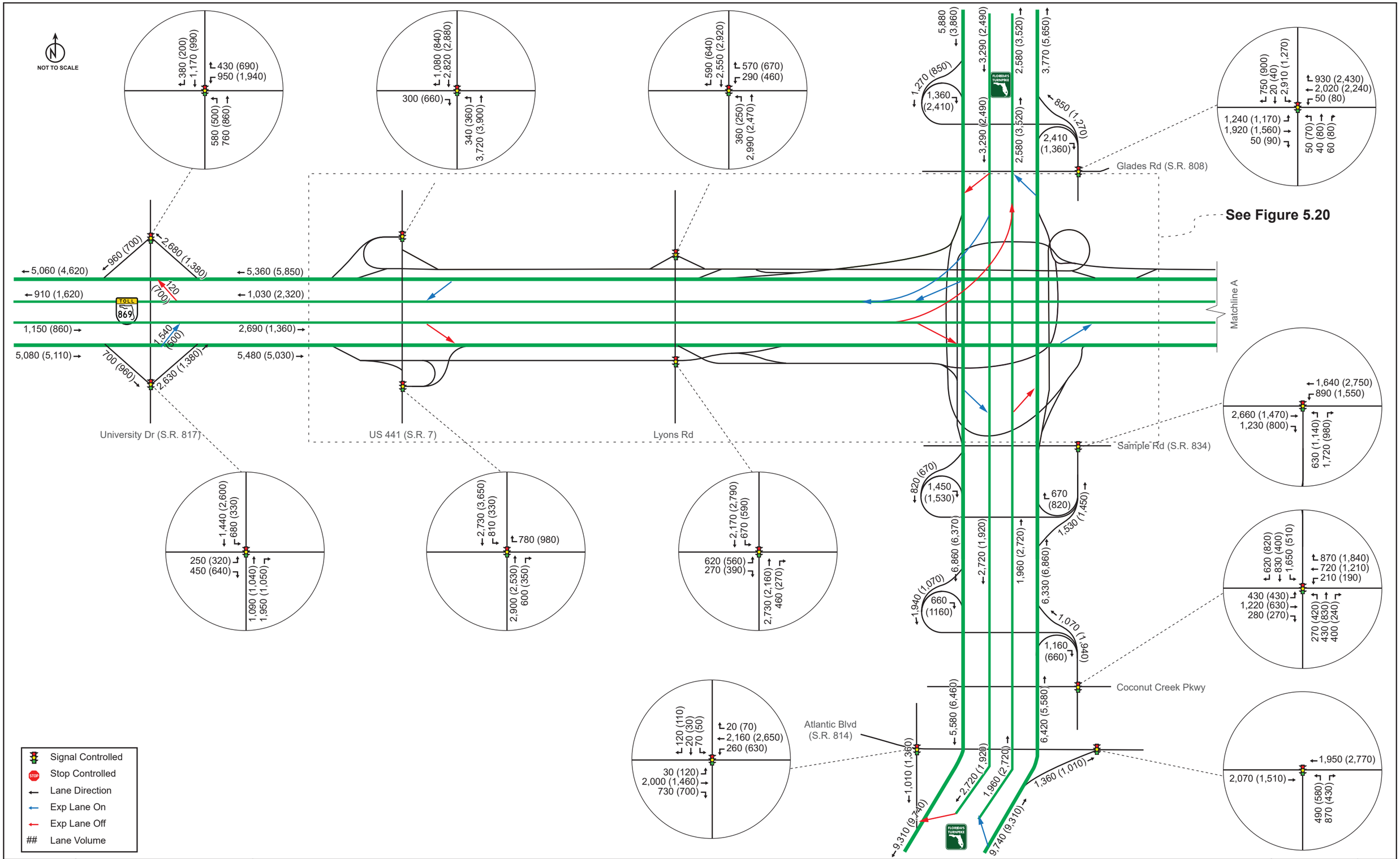
SW 10th Street PD&E Study Project
Traffic Forecast Memorandum

Toll Plan and Access Points-Build with Intermediate Access

Figure G.1

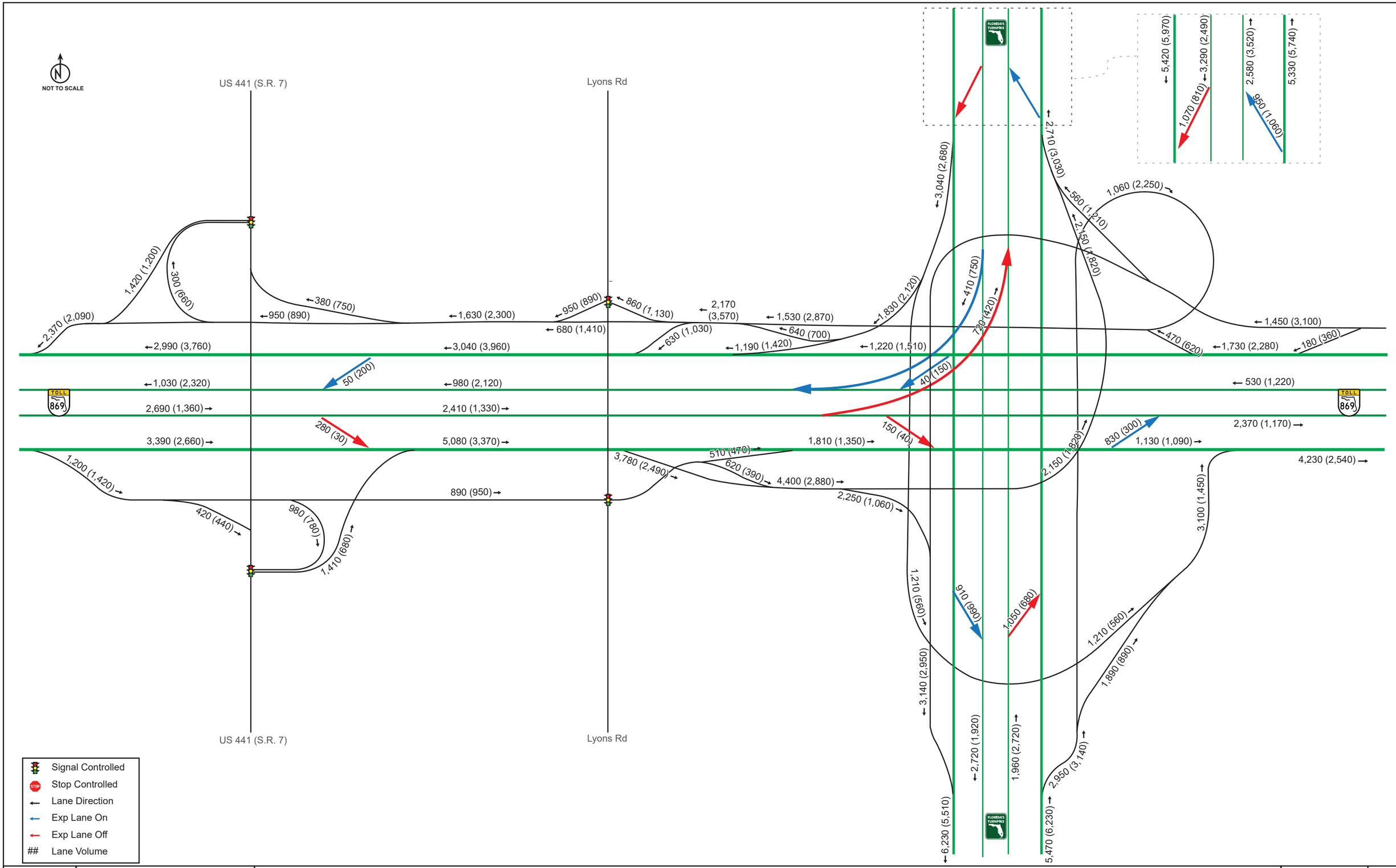
FLORIDA'S TURNPIKE

NOT TO SCALE



- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane On
- Exp Lane Off
- ## Lane Volume

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway and Florida's Turnpike - 2040 AM (PM) Build DDHVs	Figure G.2



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway and Florida's Turnpike - 2040 AM (PM) Build DDHVs	Figure G.3

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

890

740

- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane On
- Exp Lane Off
- ## Lane Volume

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane On
Exp Lane Off
Lane Volume

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane On
- Exp Lane Off
- ## Lane Volume

SW 10th Street - 2040 PM Build DDHVs

Figure G.6

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

FAU Research Park Blvd

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

869

95

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane On
Exp Lane Off
Lane Volume

FDOT

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

SW 10th Street and I-95 - 2040 PM Build DDHVs

Figure G.7

FLORIDA'S TURNPIKE

Build Option 3D-1.2

DRAFT PLAN

FLORIDA'S TURNPIKE

TOLL 869

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

SR 811/Hillsboro Blvd

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

SR 834/Sample Rd (MP 69)

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

Pompano Service Plaza (MP 65)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

Sawgrass Extension

SW 10th St WB

SW 10th St EB

Military Tr

SW 10th St

SR 834/Sample Rd

Copans Rd

SR-814/Atlantic Blvd

INTERSTATE 95

LEGEND

- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Turnpike DMS Control
- D4 DMS Control

H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
12/15/2017 1200.02 " / in. 17x11 (in.)
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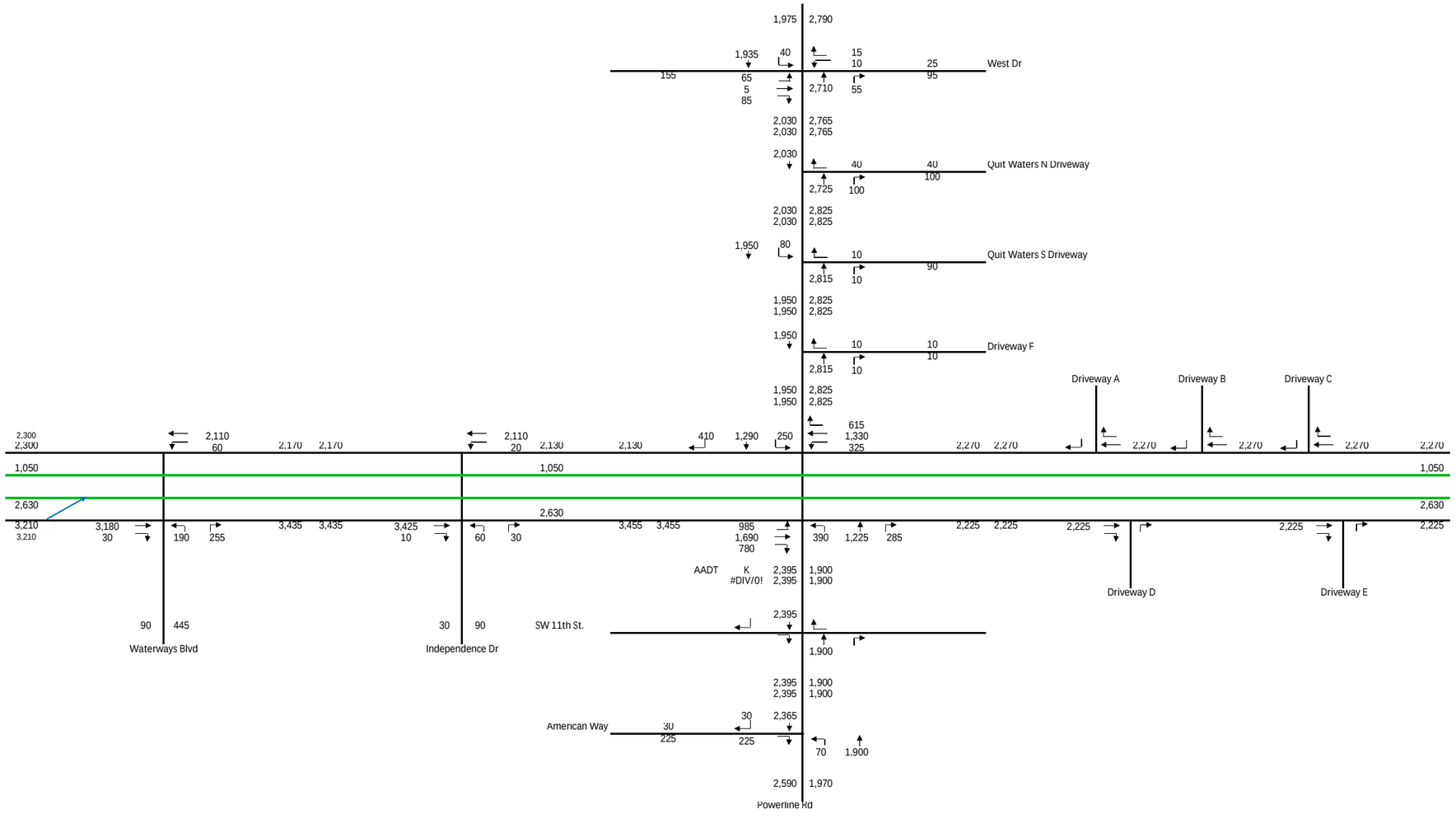
Revision Date: 12/15/2017	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.2: with intermediate ingress/egress and WB ingress at I-95	Sheet 1 of 1


1,975
2,790
1,935
40
15
10
25
West Dr
155
65
5
85
95
2,710
55
2,030
2,765
2,030
2,765
2,030
40
40
Quit Waters N Driveway
100
2,725
100
2,030
2,825
2,030
2,825
1,950
80
10
Quit Waters S Driveway
90
2,815
10
1,950
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1,950
10
10
Driveway F
2,815
10
1,950
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2,825
Driveway A
Driveway B
Driveway C
2,300
2,300
2,110
60
2,170
2,170
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20
2,130
2,130
410
1,290
250
615
1,330
325
2,270
2,270
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2,270
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2,270
1,050
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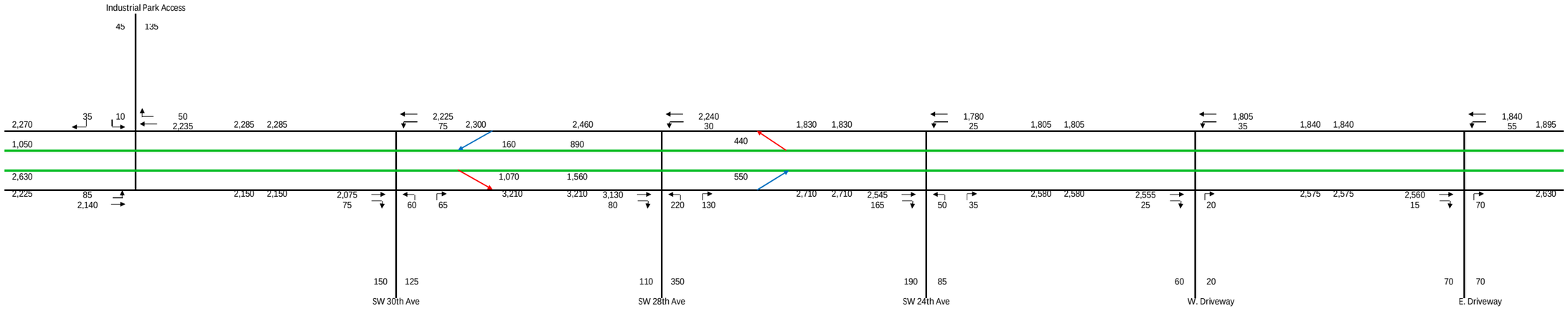
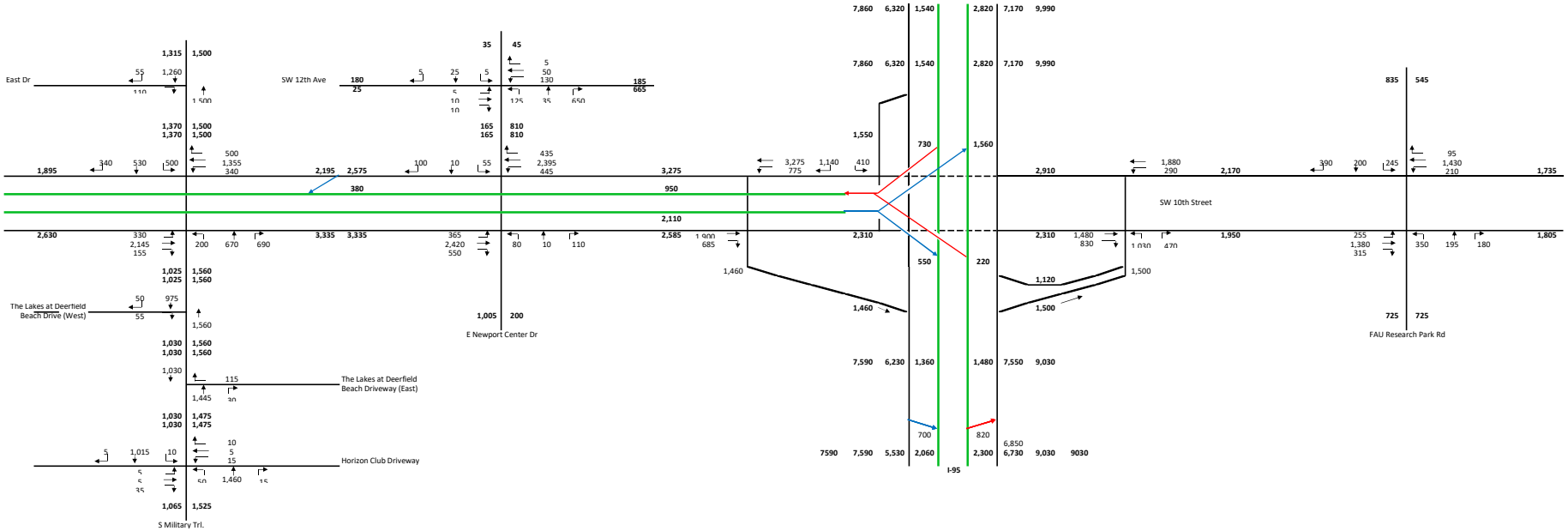
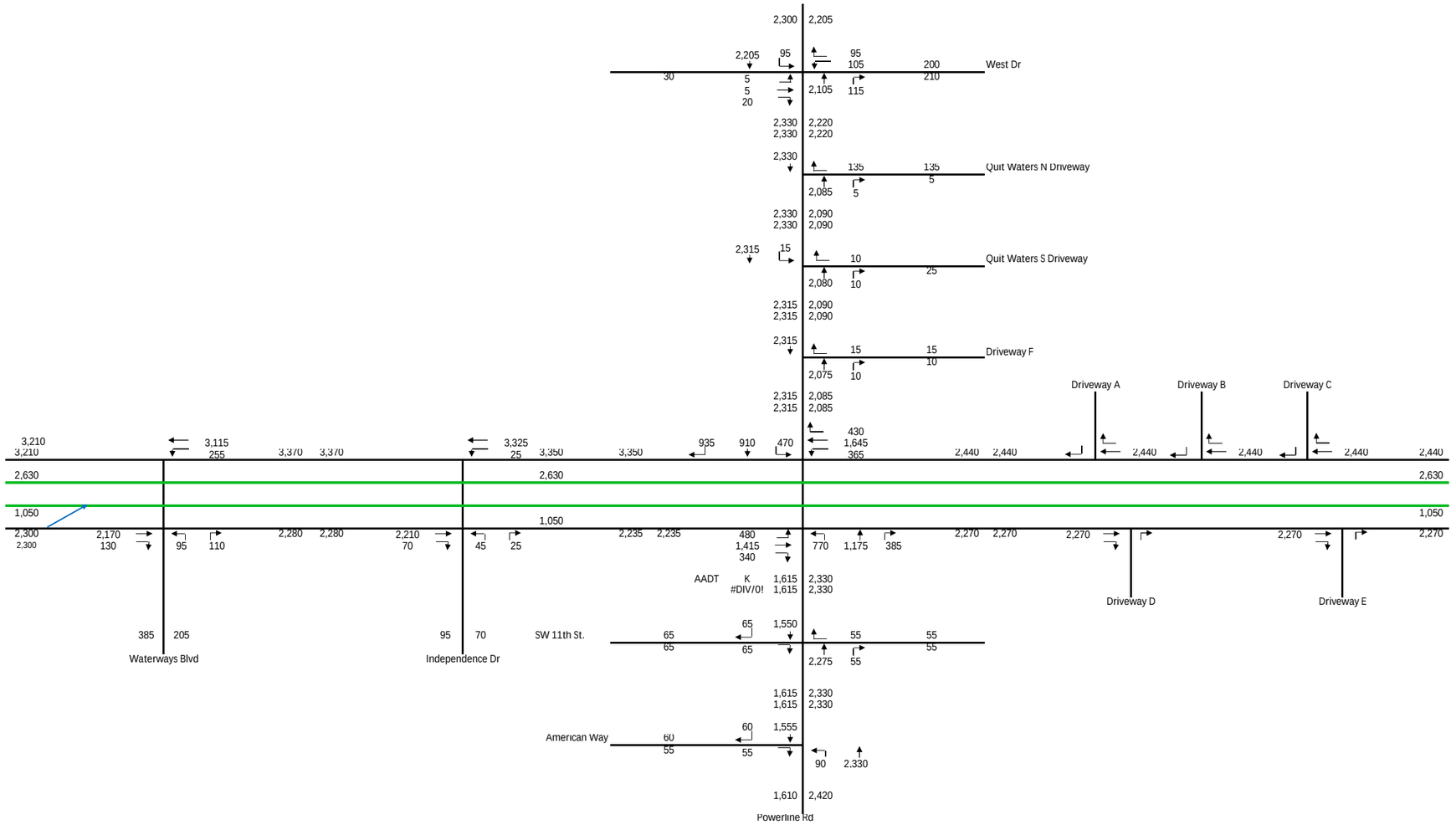
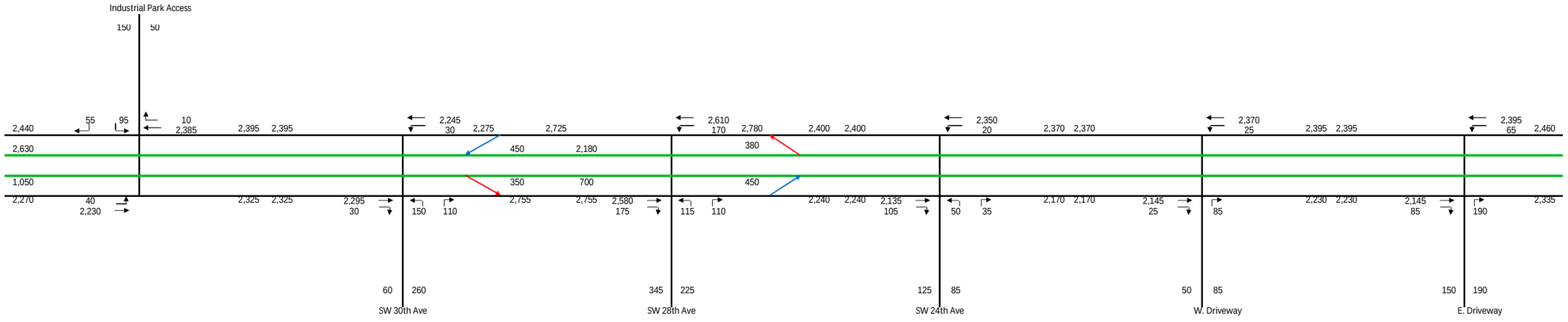
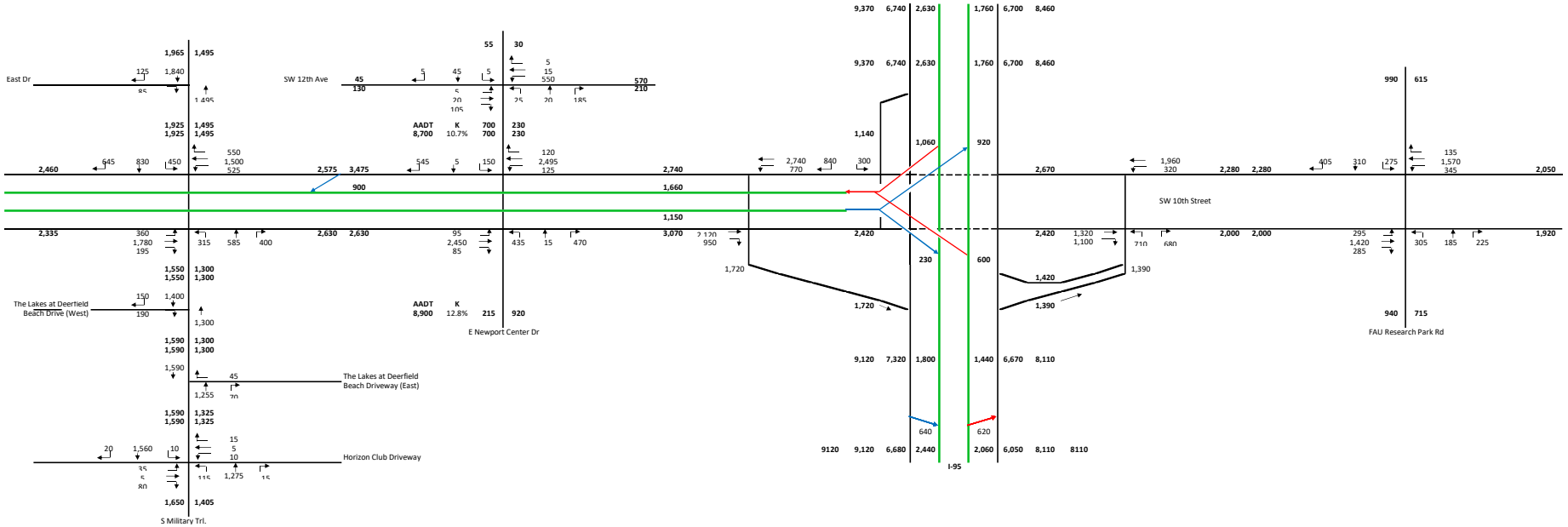
190
255
3,435
3,435
3,425
10
60
30
3,455
3,455
985
1,690
780
390
1,225
285
2,225
2,225
2,225
2,225
2,225
AADT
K
2,395
1,900
#DIV/0!
2,395
1,900
Driveway D
Driveway E
2,395
90
445
30
90
SW 11th St.
1,900
Waterways Blvd
Independence Dr
2,395
1,900
2,395
1,900
30
2,365
American Way
30
225
225
70
1,900
2,590
1,970
Powerline Rd


Industrial Park Access
45
135
2,270
35
10
50
2,235
2,285
2,285
2,225
75
2,300
2,460
2,240
30
1,830
1,830
1,780
25
1,805
1,805
1,805
35
1,840
1,840
1,840
55
1,895
1,050
160
890
440
2,630
1,070
1,560
550
2,225
85
2,140
2,150
2,150
2,075
75
60
65
3,210
3,210
3,130
80
220
130
2,710
2,710
2,545
165
50
35
2,580
2,580
2,555
25
20
2,575
2,575
2,560
15
70
2,630
150
125
110
350
190
85
60
20
70
70
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
FAU Research Park Rd
I-95


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd
AADT
K
#DIV/0!


Industrial Park Access
150
50
2,440
55
95
10
2,385
2,395
2,395
2,245
30
2,275
2,725
2,610
170
2,780
2,400
2,400
2,350
20
2,370
2,370
2,370
25
2,395
2,395
2,395
65
2,460
2,630
450
2,180
380
1,050
350
700
450
2,270
40
2,230
2,325
2,325
2,295
30
150
110
2,755
2,755
2,580
175
115
110
2,240
2,240
2,135
105
50
35
2,170
2,170
2,145
25
85
2,230
2,230
2,145
85
190
2,335
60
260
345
225
125
85
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
SW 10th Street
FAU Research Park Rd
I-95
AADT 8,700 K 10.7% 700 230
AADT 8,900 K 12.8% 215 920

Build Option 3D-1.3

DRAFT PLAN

FLORIDA'S TURNPIKE

TOLL 869

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

Sawgrass Extension

SW 10th St WB

SW 10th St EB

SW 10th St

Military Trl

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

SR 811/Hillsboro Blvd

SR 834/Sample Rd (MP 69)

SR 834/Sample Rd

Copans Rd

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

SR-814/Atlantic Blvd

Pompano Service Plaza (MP 65)

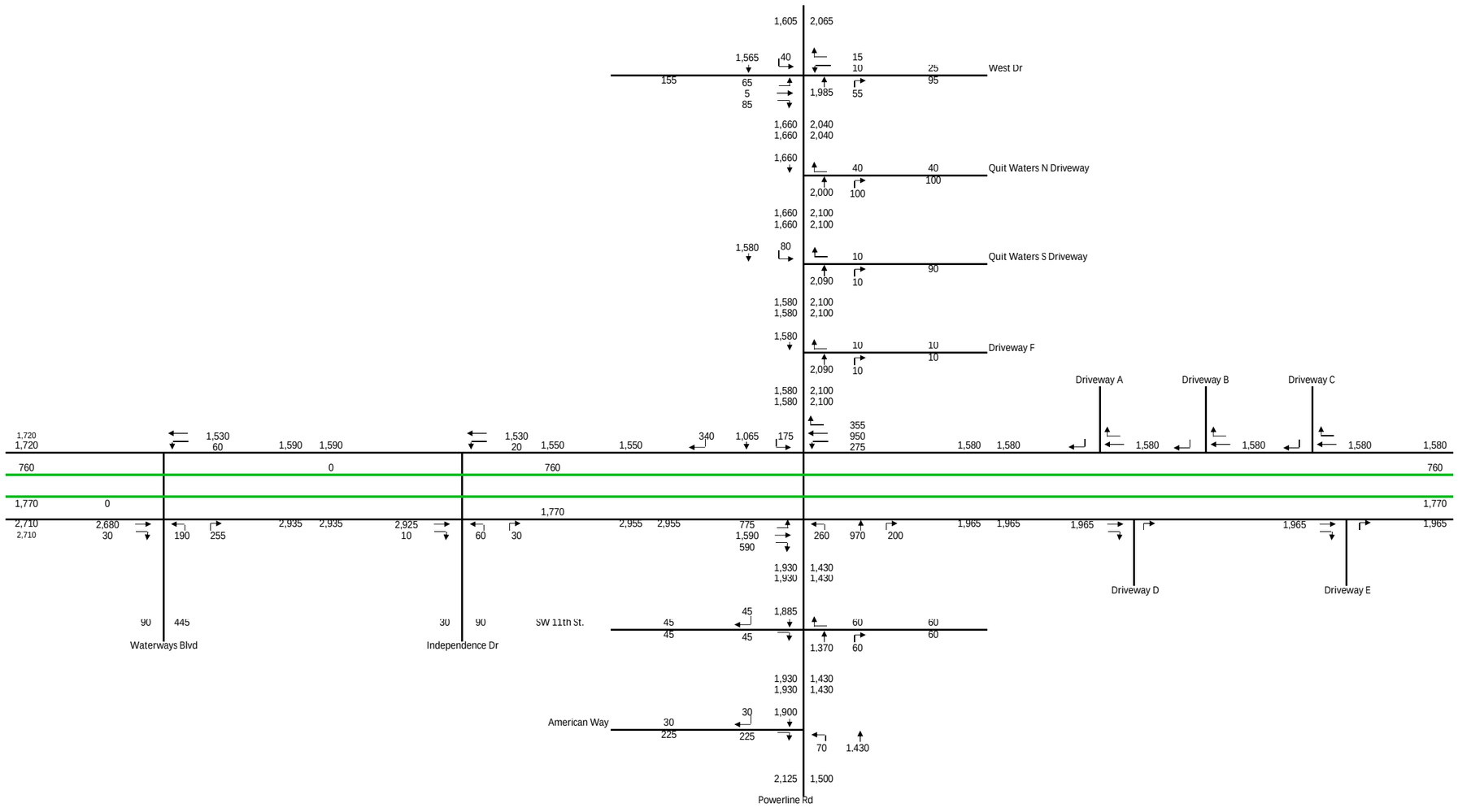
INTERSTATE 95

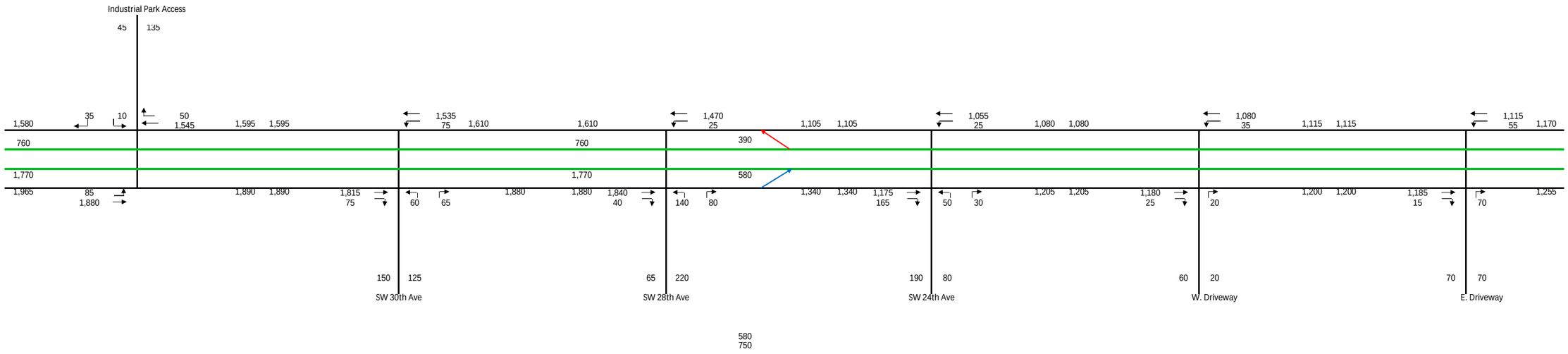
LEGEND

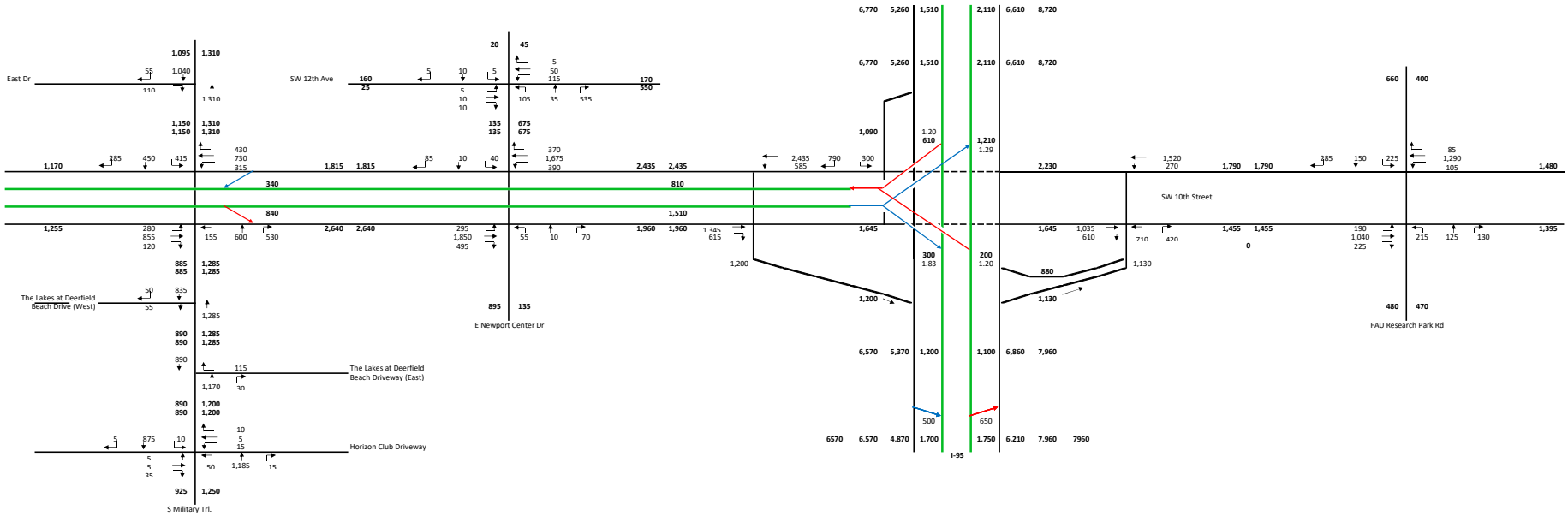
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Turnpike DMS Control
- D4 DMS Control

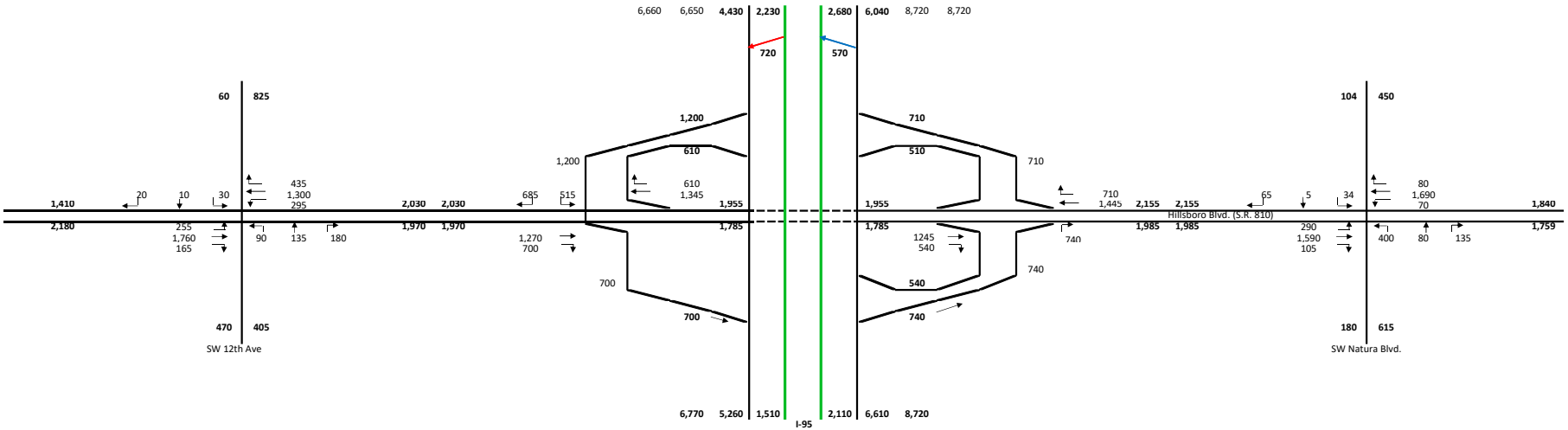
Revision Date: 6/20/2018	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.3: With Military Trail Bypass

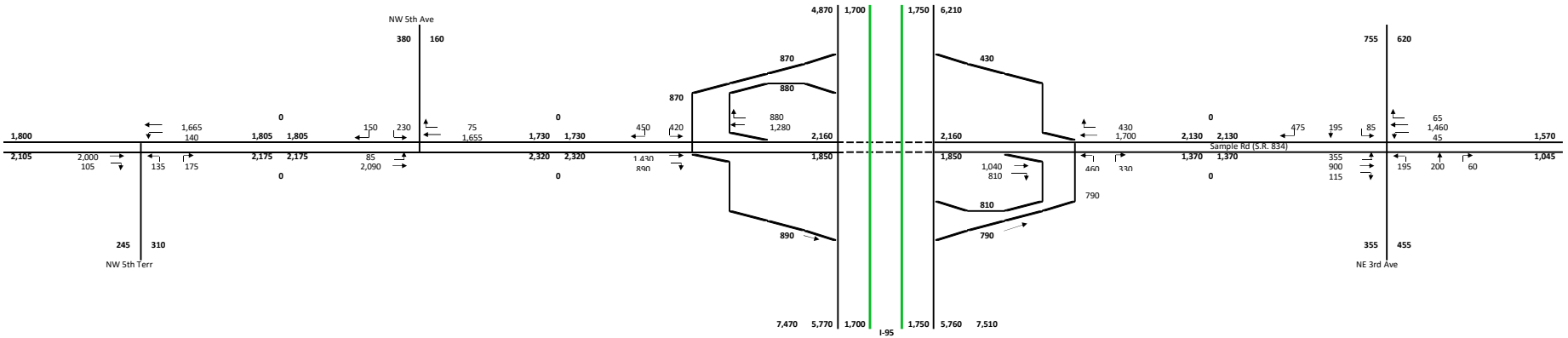
H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
1220.00 ' / in. 17x11 (in.)
ConceptsANA.tbl
6/20/2018 ...\Plot Driver\ConceptsANA.pltcfg

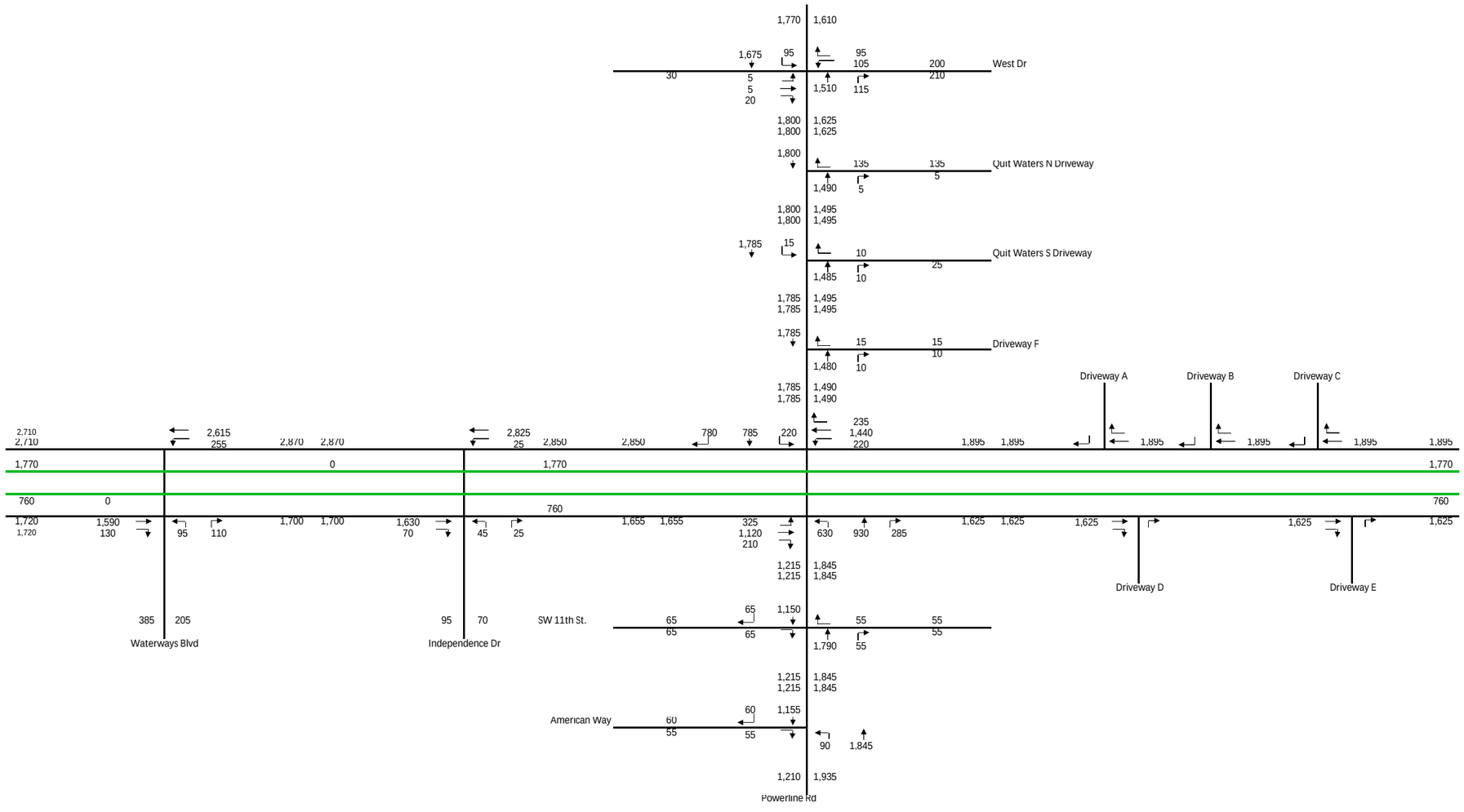

West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd

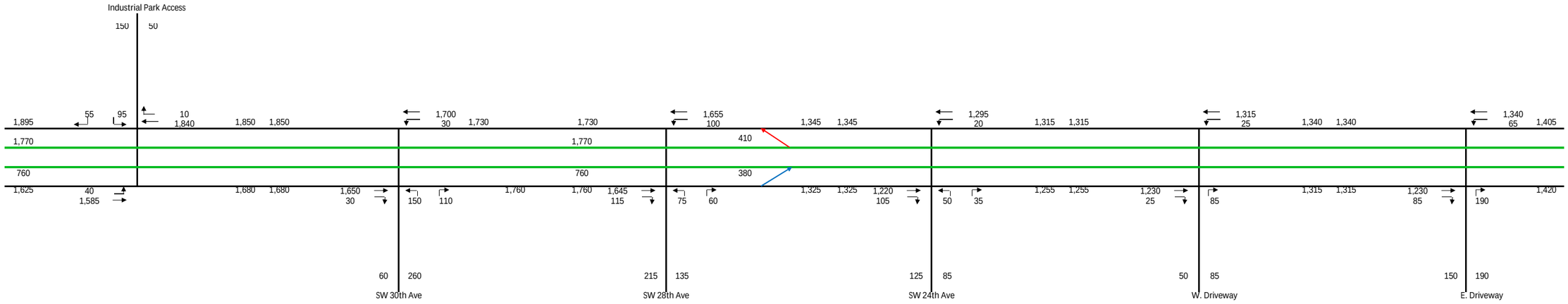

Industrial Park Access
45
135
1,580
35
10
50
1,545
1,595
1,595
1,535
75
1,610
1,610
1,470
25
1,105
1,105
1,055
25
1,080
1,080
1,080
35
1,115
1,115
1,115
55
1,170
760
760
390
1,770
1,770
580
1,965
85
1,880
1,890
1,890
1,815
75
60
65
1,880
1,880
1,840
40
140
80
1,340
1,340
1,175
165
50
30
1,205
1,205
1,180
25
20
1,200
1,200
1,185
15
70
1,255
150
125
65
220
190
80
60
20
70
70
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway
580
750

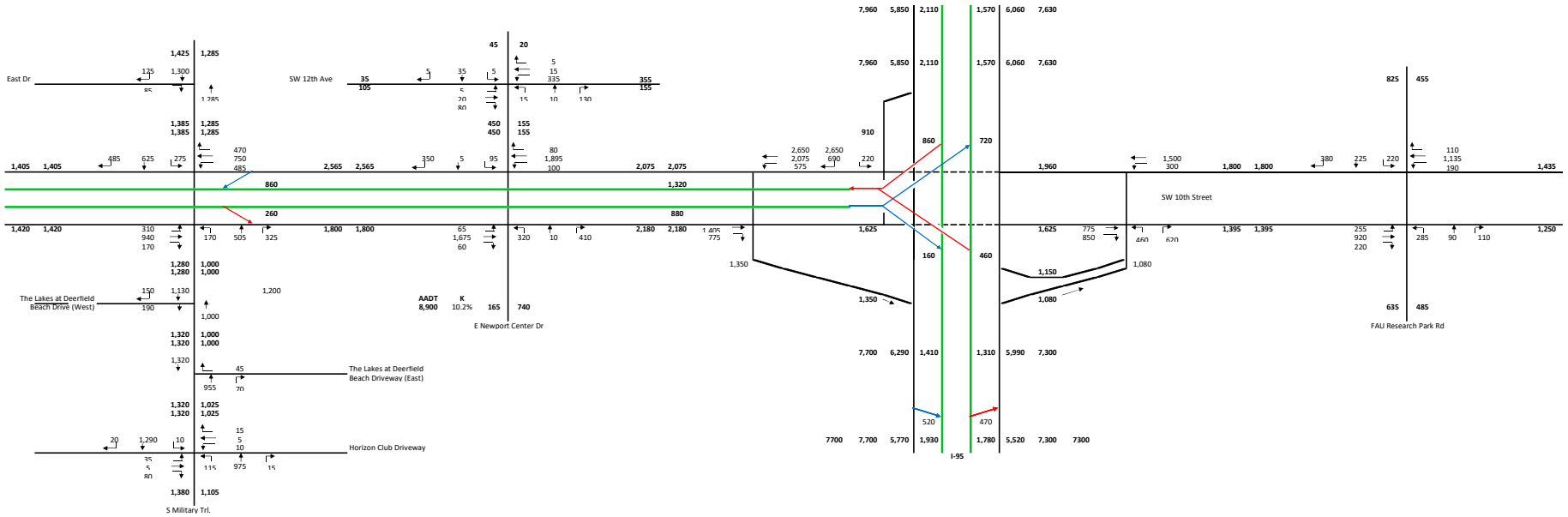

East Dr
SW 12th Ave
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
SW 10th Street
FAU Research Park Rd
I-95

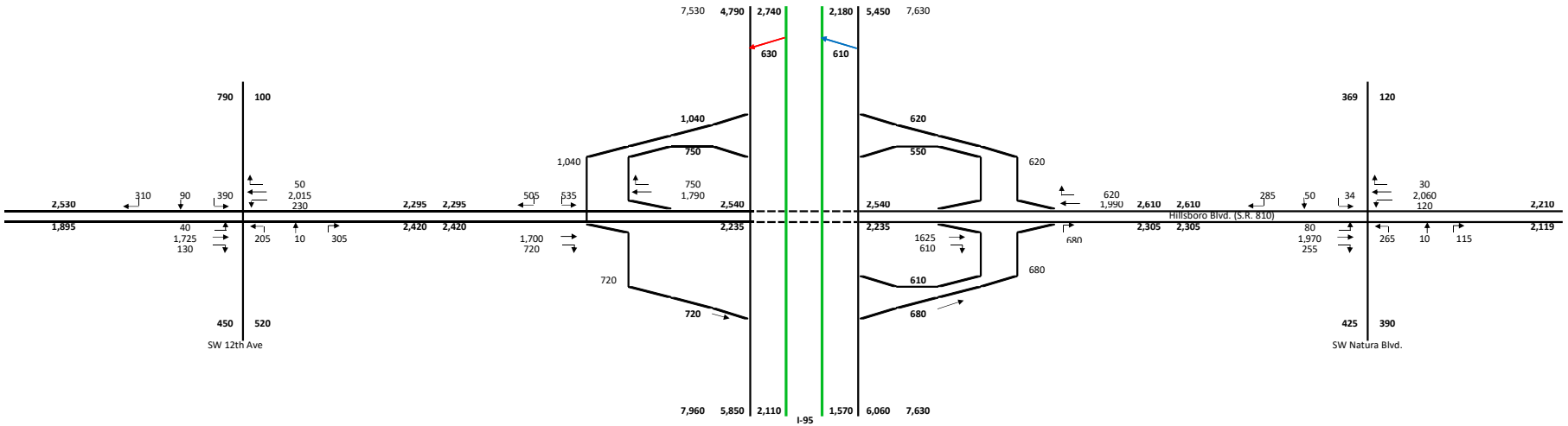

6,660
6,650
4,430
2,230
2,680
6,040
8,720
8,720
720
570
60
825
1,200
710
610
510
1,200
610
1,345
710
710
1,445
104
450
80
1,690
70
435
1,300
295
1,410
20
10
30
2,030
2,030
685
515
1,955
1,955
2,155
2,155
65
5
34
1,840
Hillsboro Blvd. (S.R. 810)
2,180
255
1,760
165
90
135
180
1,970
1,970
1,270
700
1,785
1,785
1245
540
740
1,985
1,985
290
1,590
105
400
80
135
1,759
700
740
540
700
740
470
405
180
615
SW 12th Ave
SW Natura Blvd.
6,770
5,260
1,510
2,110
6,610
8,720
I-95

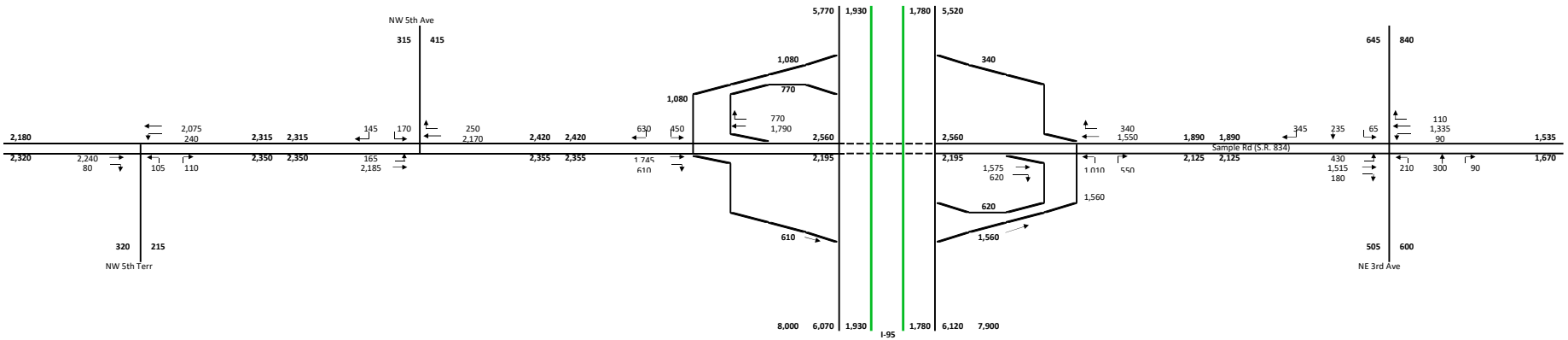

NW 5th Ave
NW 5th Terr
NE 3rd Ave
Sample Rd (S.R. 834)
I-95
1,800
2,105
2,000
105
1,665
140
135
175
380
160
245
310
0
1,805
1,805
2,175
2,175
0
150
230
85
2,090
75
1,655
0
1,730
1,730
2,320
2,320
0
450
420
1,430
890
870
870
880
880
1,280
4,870
1,700
2,160
1,850
7,470
5,770
1,700
1,750
1,750
5,760
7,510
6,210
430
2,160
1,850
1,040
810
810
790
790
430
1,700
460
330
0
2,130
2,130
1,370
1,370
0
475
195
85
355
900
115
755
620
65
1,460
45
195
200
60
1,570
1,045
355
455

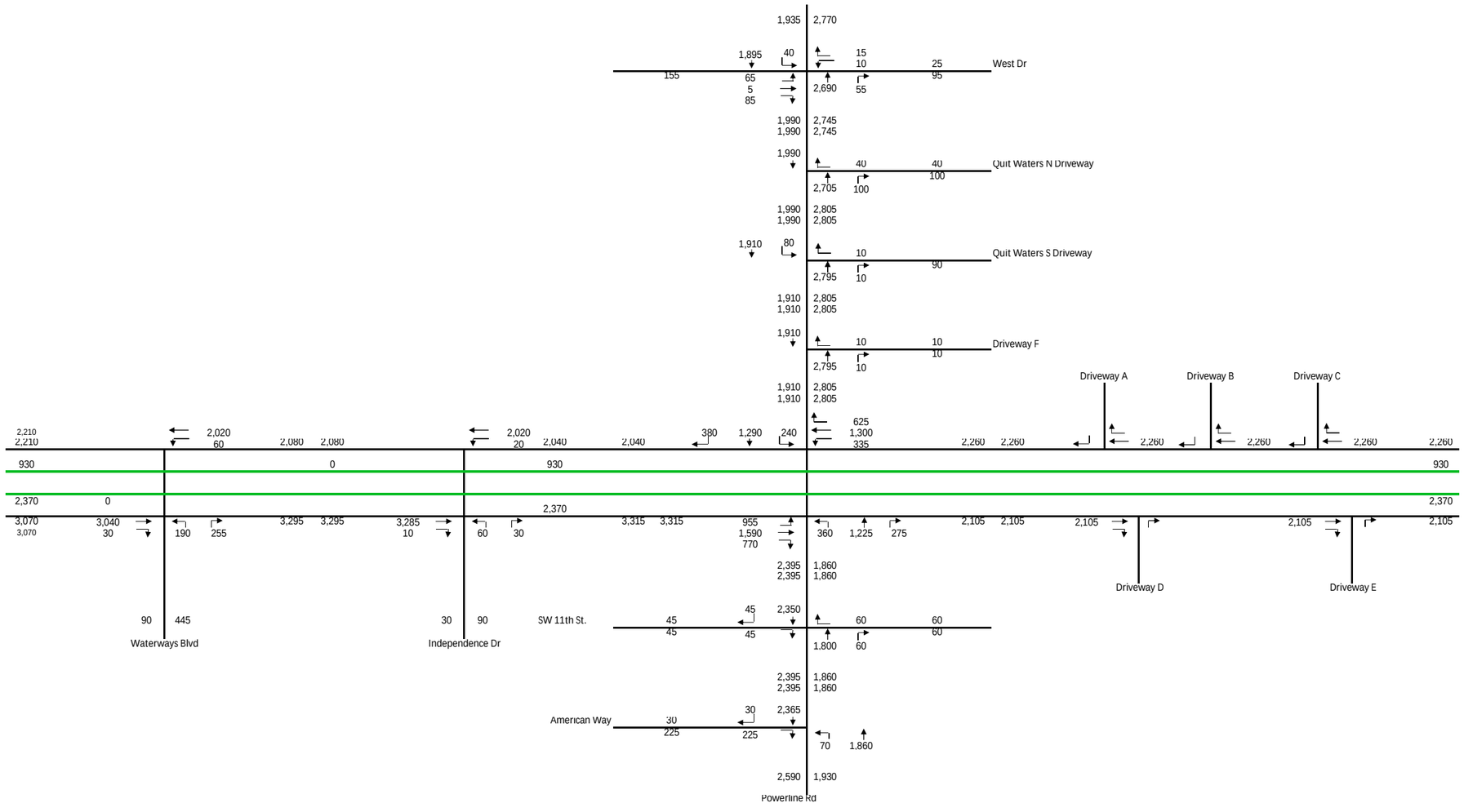

West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd

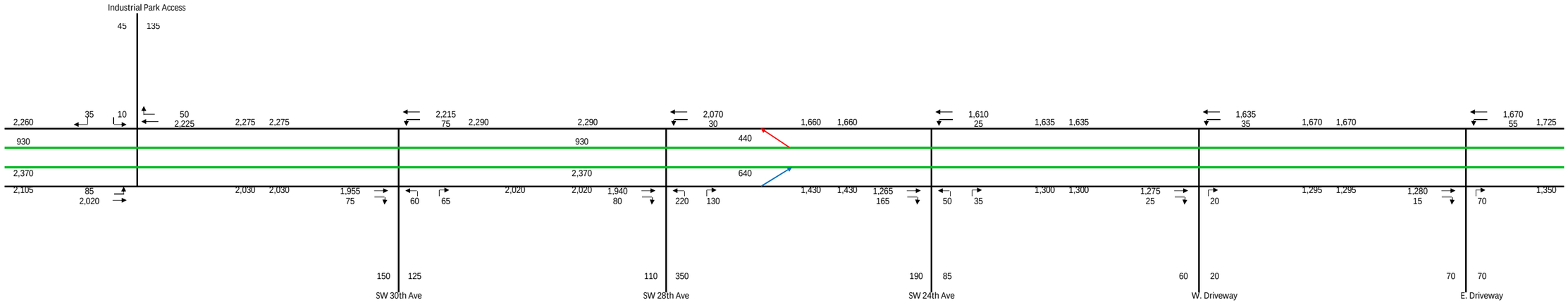

Industrial Park Access
150
50
1,895
55
95
10
1,840
1,850
1,850
1,700
30
1,730
1,730
1,655
100
1,345
1,345
1,295
20
1,315
1,315
1,315
25
1,340
1,340
1,340
65
1,405
1,770
1,770
410
760
760
380
1,625
40
1,585
1,680
1,680
1,650
30
150
110
1,760
1,760
1,645
115
75
60
1,325
1,325
1,220
105
50
35
1,255
1,255
1,230
25
85
1,315
1,315
1,230
85
190
1,420
60
260
SW 30th Ave
215
135
SW 28th Ave
125
85
SW 24th Ave
50
85
W. Driveway
150
190
E. Driveway

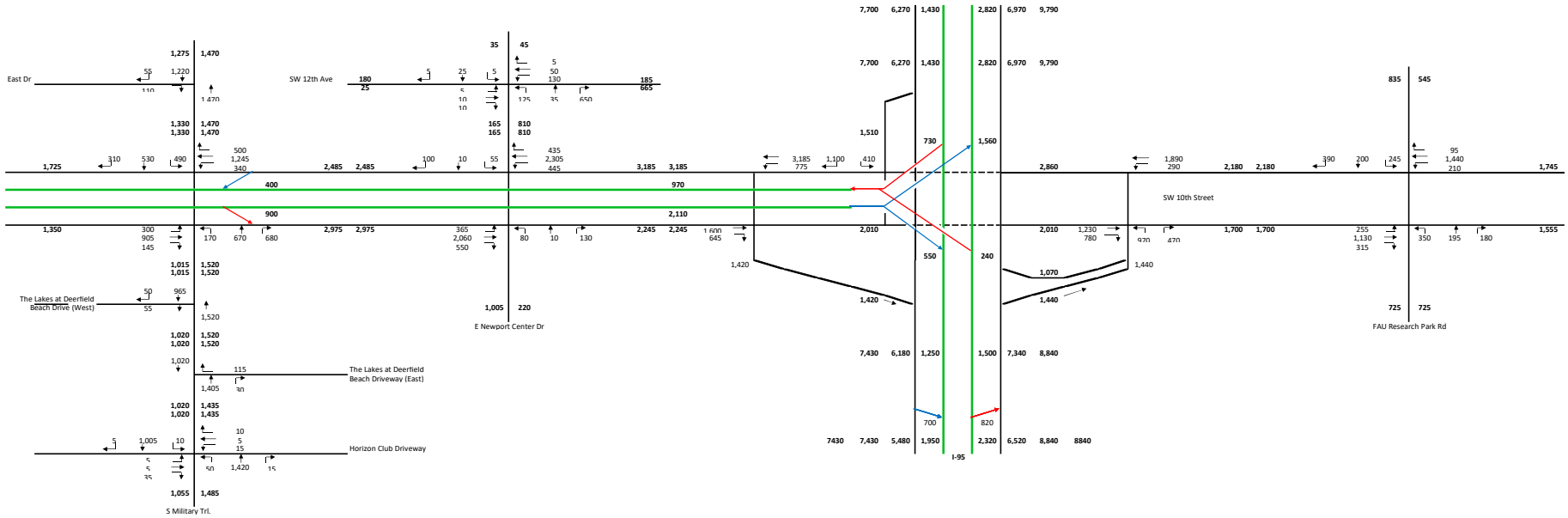

East Dr
SW 12th Ave
E Newport Center Dr
SW 10th Street
FAU Research Park Rd
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
I-95
AADT 8,900
K 10.2%

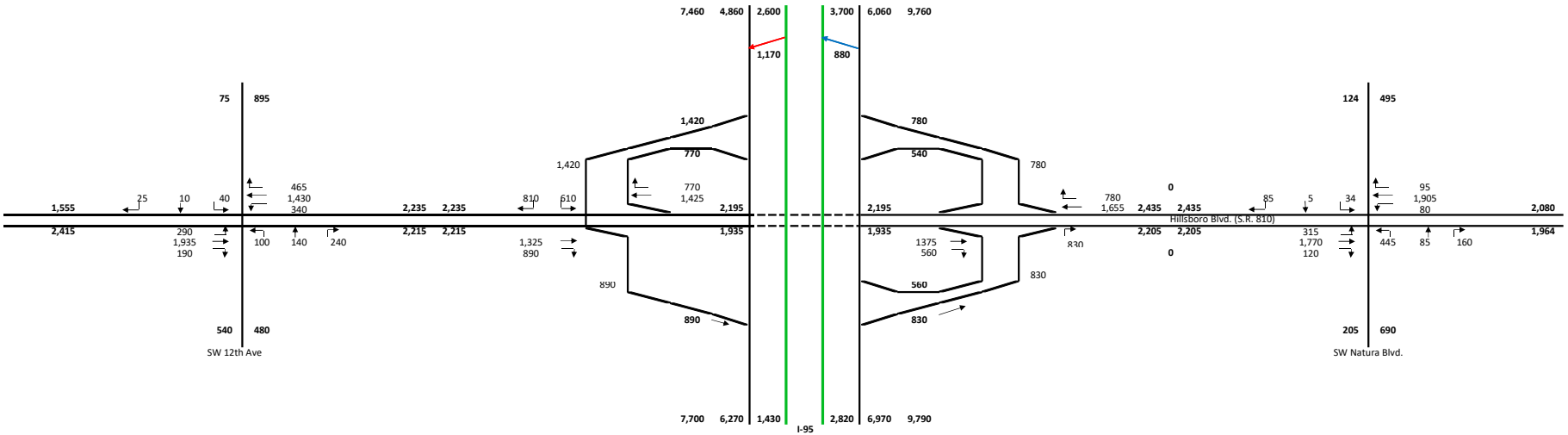

7,530 4,790 2,740 2,180 5,450 7,630
630 610
790 100 369 120
1,040 620
1,040 750 550 620
750 1,790
620 1,990
2,530 310 90 390 50 2,015 230 2,295 2,295 505 535 2,540 2,540 2,610 2,610 285 50 34 30 2,060 120 2,210
Hillsboro Blvd. (S.R. 810)
1,895 40 1,725 130 205 10 305 2,420 2,420 1,700 720 2,235 2,235 1625 610 680 2,305 2,305 80 1,970 255 265 10 115 2,119
720 680 610
720 680
450 520 425 390
SW 12th Ave
SW Natura Blvd.
7,960 5,850 2,110 1,570 6,060 7,630
I-95

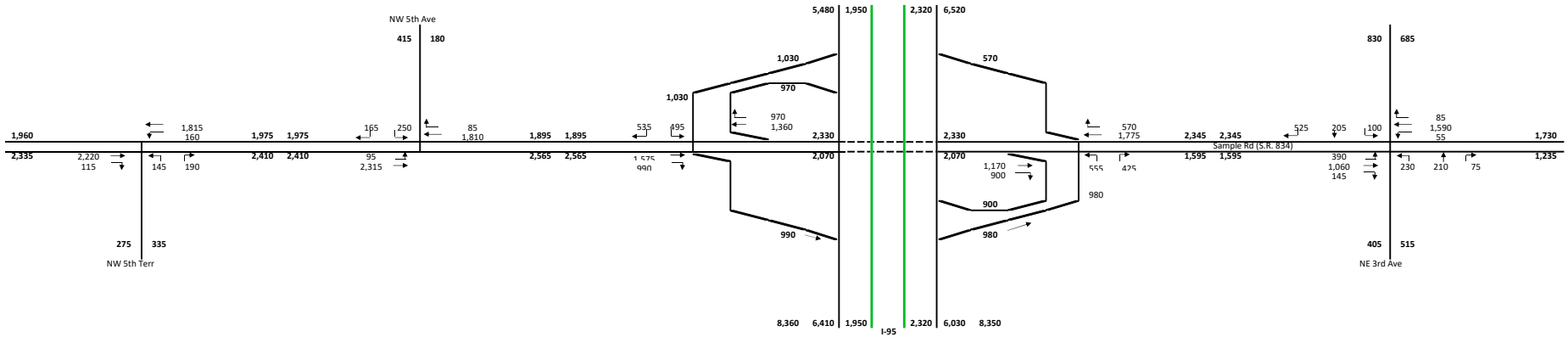

NW 5th Ave
315
415
5,770
1,930
1,780
5,520
645
840
1,080
340
1,080
770
770
1,790
2,180
2,075
240
2,315
2,315
145
170
250
2,170
2,420
2,420
630
450
2,560
2,560
340
1,550
1,890
1,890
345
235
65
110
1,335
90
1,535
Sample Rd (S.R. 834)
2,320
2,240
80
105
110
2,350
2,350
165
2,185
2,355
2,355
1,745
610
2,195
2,195
1,575
620
1,010
550
2,125
2,125
430
1,515
180
210
300
90
1,670
1,560
620
610
1,560
320
215
NW 5th Terr
505
600
NE 3rd Ave
8,000
6,070
1,930
1,780
6,120
7,900
I-95


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
45
135
2,260
35
10
50
2,225
2,275
2,275
2,215
75
2,290
2,290
2,070
30
1,660
1,660
1,610
25
1,635
1,635
1,635
35
1,670
1,670
1,670
55
1,725
930
930
440
2,370
2,370
640
2,105
85
2,020
2,030
2,030
1,955
75
60
65
2,020
2,020
1,940
80
220
130
1,430
1,430
1,265
165
50
35
1,300
1,300
1,275
25
20
1,295
1,295
1,280
15
70
1,350
150
125
SW 30th Ave
110
350
SW 28th Ave
190
85
SW 24th Ave
60
20
W. Driveway
70
70
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
FAU Research Park Rd
I-95


7,460
4,860
2,600
3,700
6,060
9,760
1,170
880
75
895
124
495
1,420
780
770
540
1,420
780
770
1,425
465
1,430
340
25
10
40
810
610
780
1,655
0
85
5
34
95
1,905
80
1,555
2,235
2,235
2,195
2,195
2,435
2,435
2,080
Hillsboro Blvd. (S.R. 810)
2,415
290
1,935
190
100
140
240
2,215
2,215
1,325
890
1,935
1,935
1375
560
830
2,205
2,205
0
315
1,770
120
445
85
160
1,964
890
560
830
890
830
540
480
205
690
SW 12th Ave
SW Natura Blvd.
7,700
6,270
1,430
2,820
6,970
9,790
I-95


NW 5th Ave
NW 5th Terr
NE 3rd Ave
Sample Rd (S.R. 834)
I-95
1,960
2,335
2,220
115
1,815
160
145
190
415
180
275
335
1,975
1,975
2,410
2,410
165
250
95
2,315
85
1,810
1,895
1,895
2,565
2,565
535
495
1,575
990
5,480
1,950
1,030
1,030
970
970
1,360
2,330
2,070
8,360
6,410
1,950
2,320
6,520
570
570
1,775
2,330
2,070
1,170
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990
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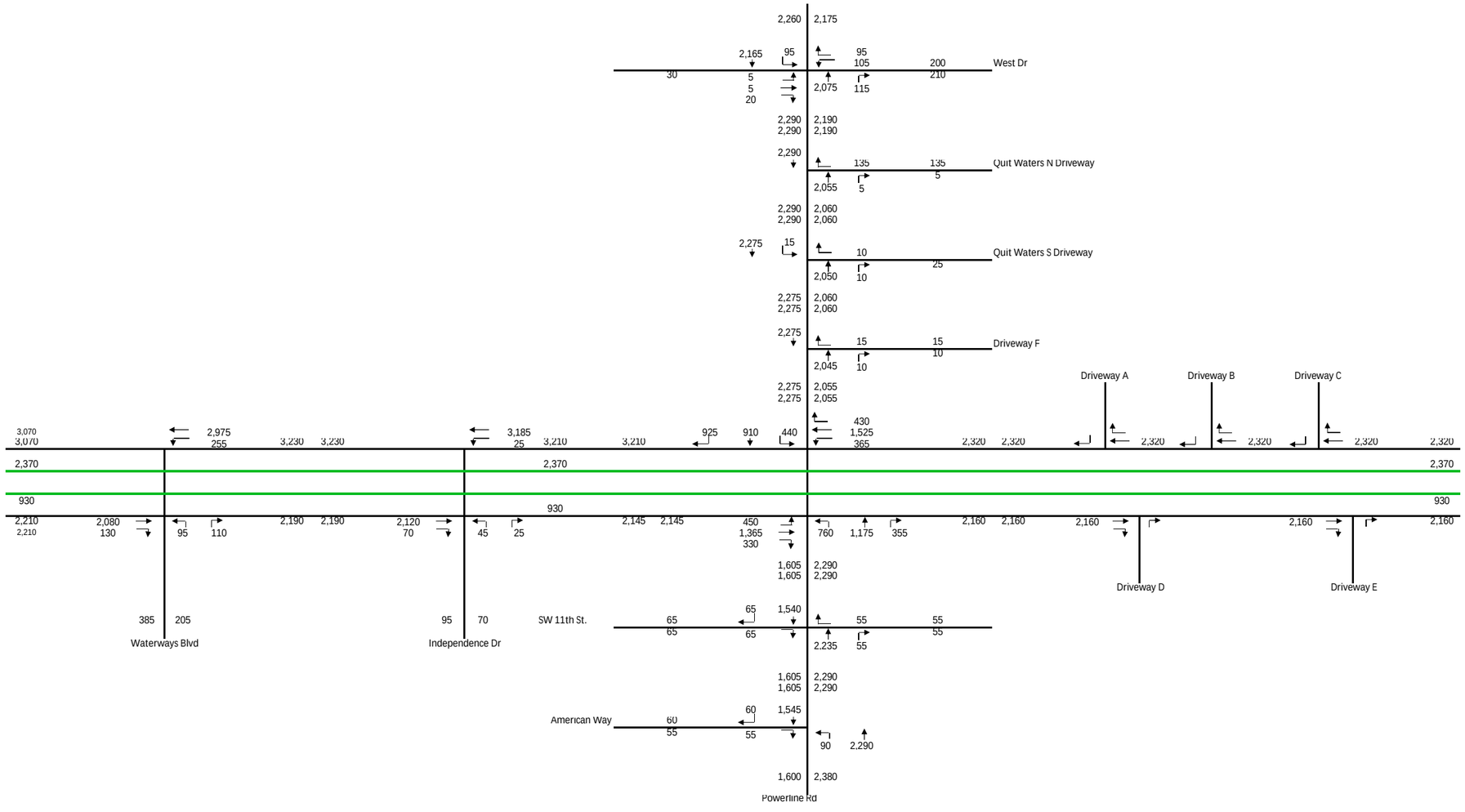
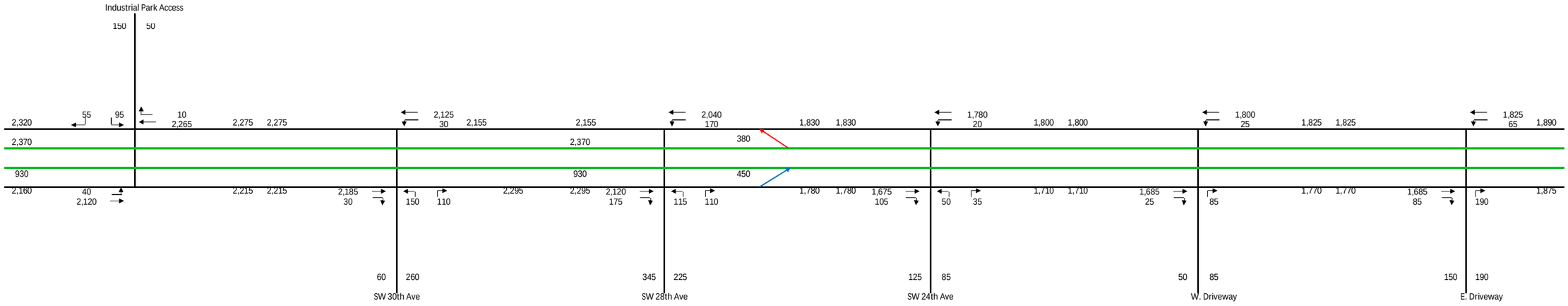
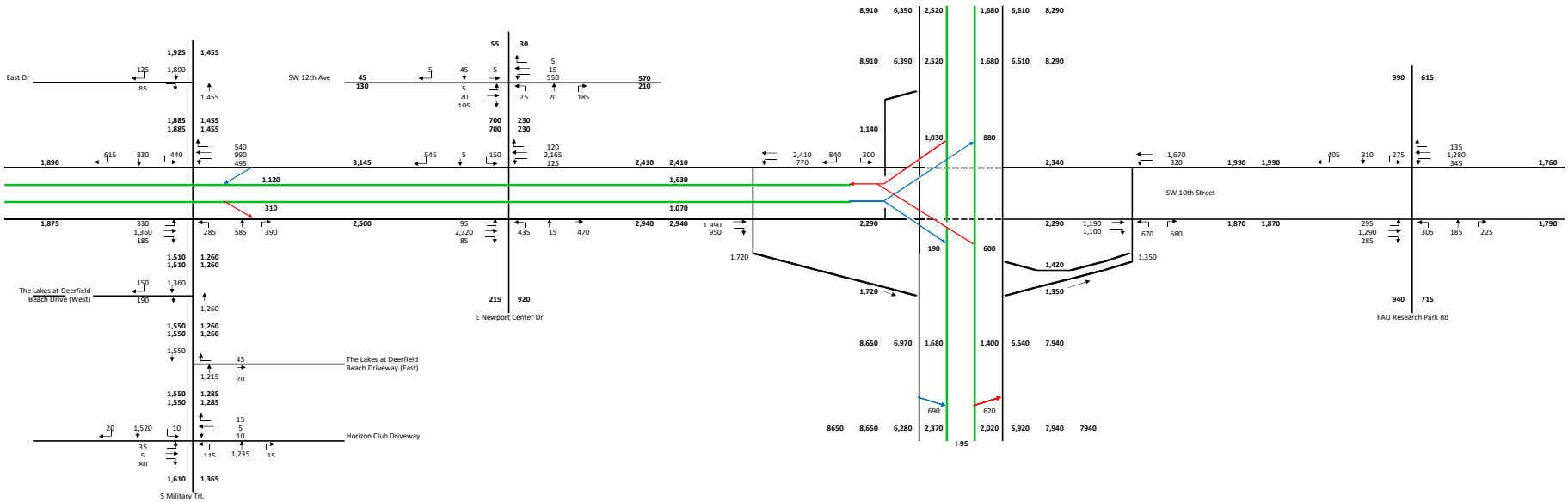
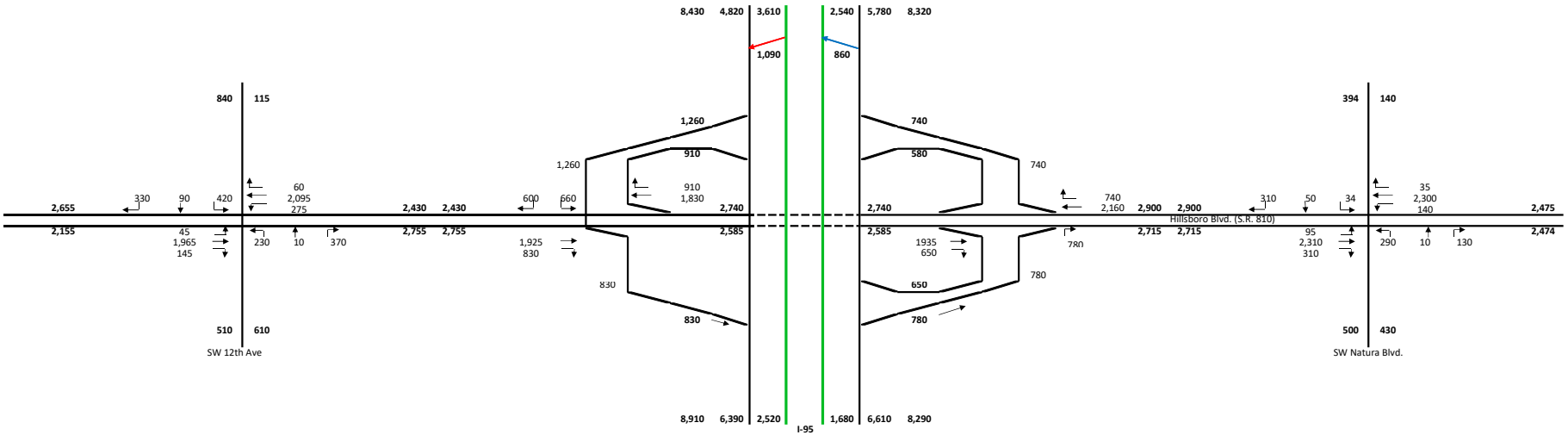
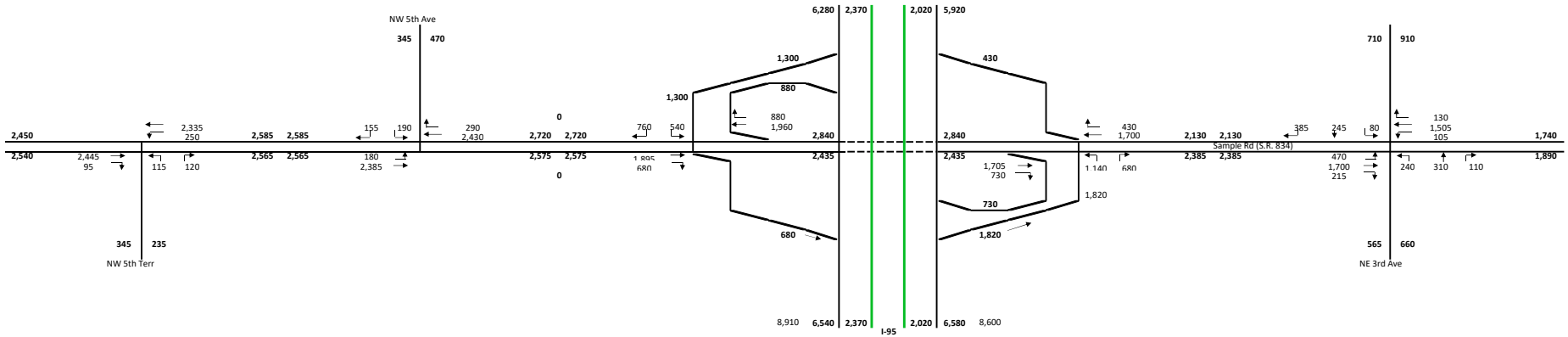
525
205
100
390
1,060
145
830
685
405
515
85
1,590
55
230
210
75
1,730
1,235


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
150
50
2,320
55
95
10
2,265
2,275
2,275
2,125
30
2,155
2,155
2,040
170
1,830
1,830
1,780
20
1,800
1,800
1,800
25
1,825
1,825
1,825
65
1,890
2,370
2,370
380
930
930
450
2,160
40
2,120
2,215
2,215
2,185
30
150
110
2,295
2,295
2,120
175
115
110
1,780
1,780
1,675
105
50
35
1,710
1,710
1,685
25
85
1,770
1,770
1,685
85
190
1,875
60
260
345
225
125
85
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway

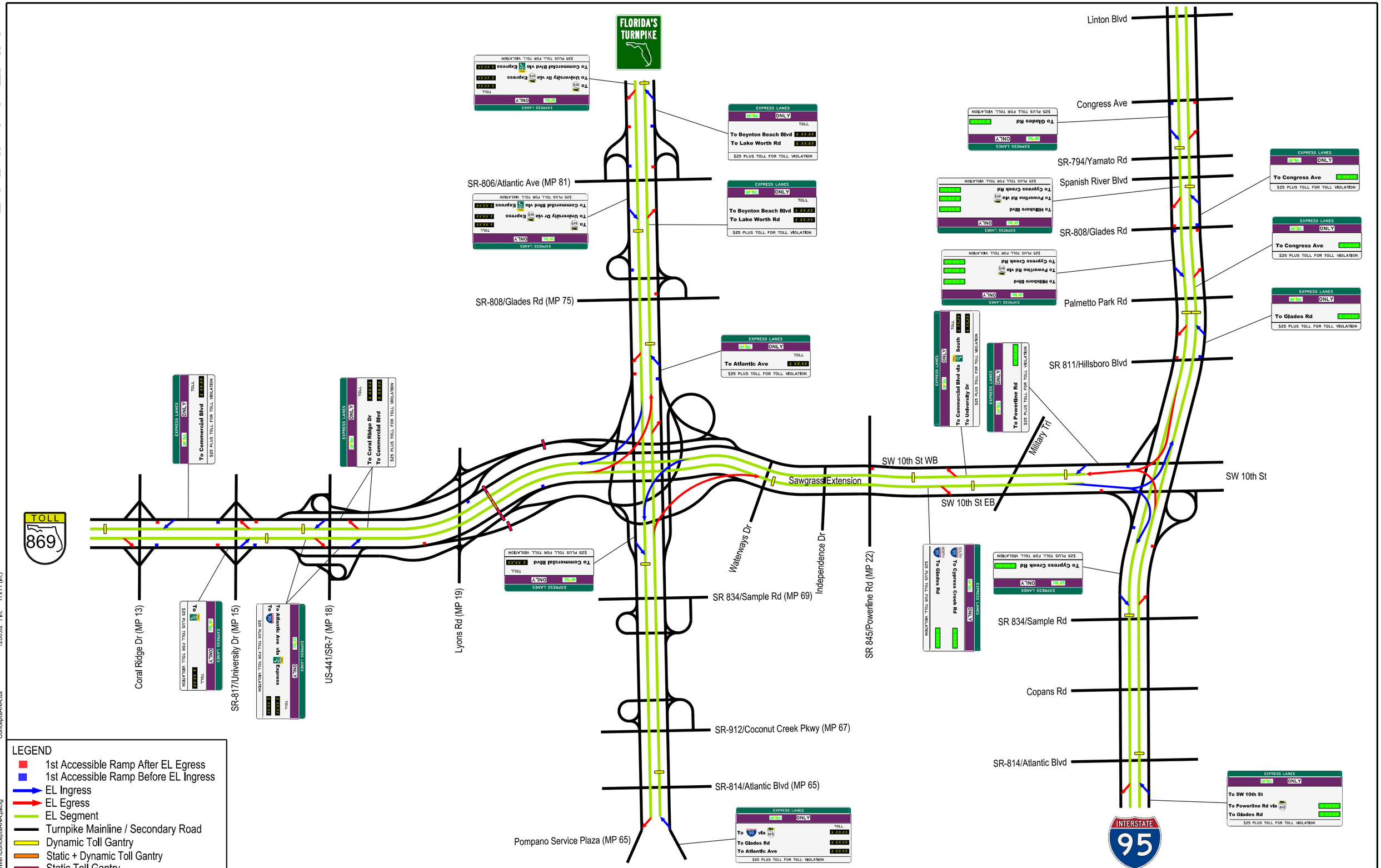

East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
E Newport Center Dr
FAU Research Park Rd
S Military Trl
I-95


8,430 4,820 3,610
2,540 5,780 8,320
1,090
860
840 115
394 140
1,260
740
910
580
1,260
740
910
1,830
740
2,160
35
2,300
140
2,655
330
90
420
60
2,095
275
600
660
2,740
2,740
2,900
2,900
310
50
34
2,475
Hillsboro Blvd. (S.R. 810)
2,430 2,430
2,155
45
1,965
145
230
10
370
2,755 2,755
1,925
830
2,585
2,585
1935
650
780
2,715 2,715
95
2,310
310
290
10
130
2,474
830
780
650
830
780
510 610
500 430
SW 12th Ave
SW Natura Blvd.
8,910 6,390 2,520
1,680 6,610 8,290
I-95


NW 5th Ave
NW 5th Terr
NE 3rd Ave
Sample Rd (S.R. 834)
I-95
2,450
2,540
2,445
95
2,335
250
115
120
345
470
345
235
2,585
2,585
2,565
2,565
155
190
180
2,385
290
2,430
0
2,720
2,720
2,575
2,575
0
760
540
1,895
680
1,300
1,300
880
880
1,960
6,280
2,370
2,840
2,435
8,910
6,540
2,370
2,020
5,920
430
2,840
2,435
1,705
730
730
1,820
1,820
2,020
6,580
8,600
430
1,700
1,140
680
2,130
2,130
2,385
2,385
385
245
80
470
1,700
215
710
910
565
660
130
1,505
105
240
310
110
1,740
1,890

Build Option 3D-1.4

DRAFT PLAN

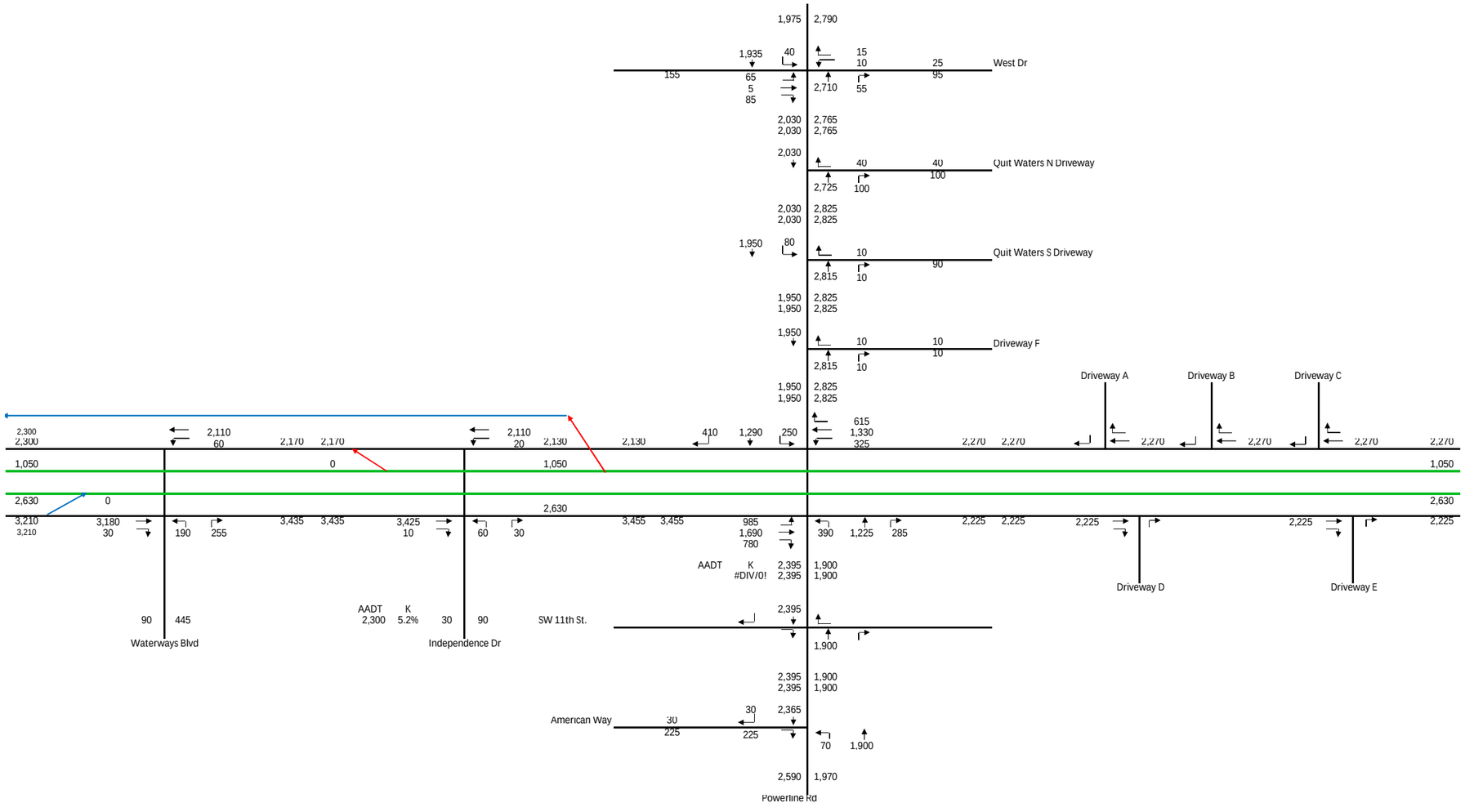


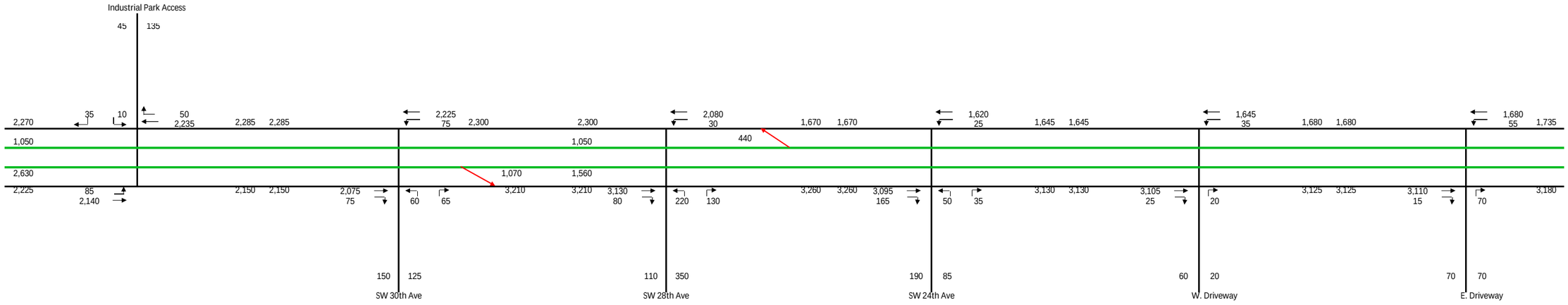
LEGEND

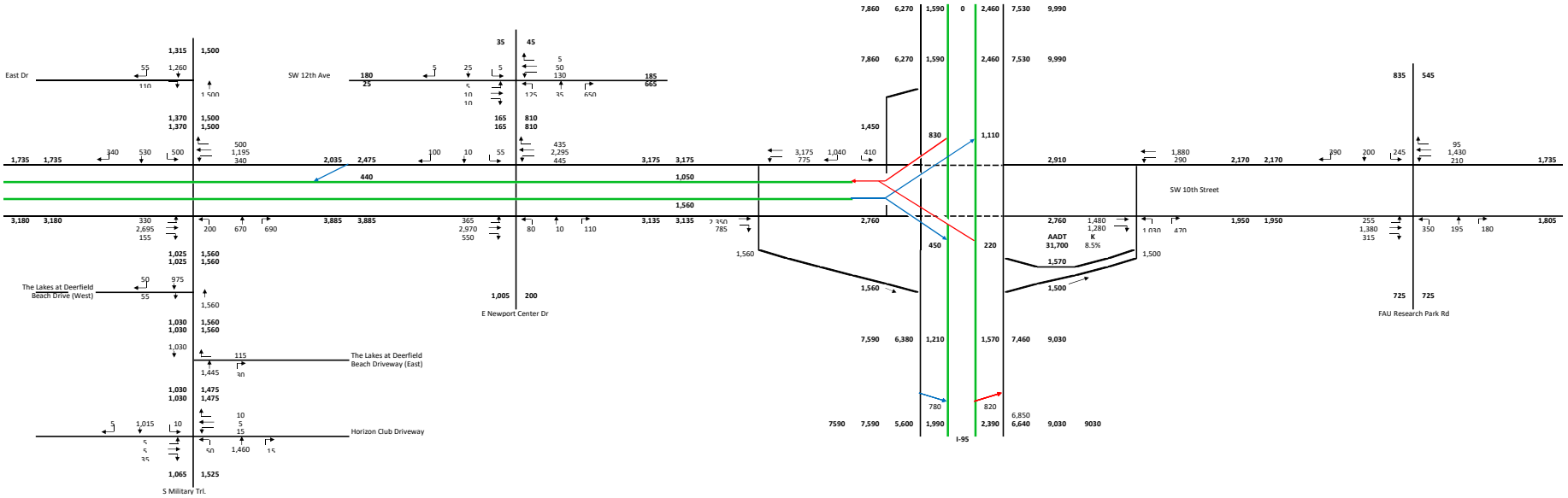
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry

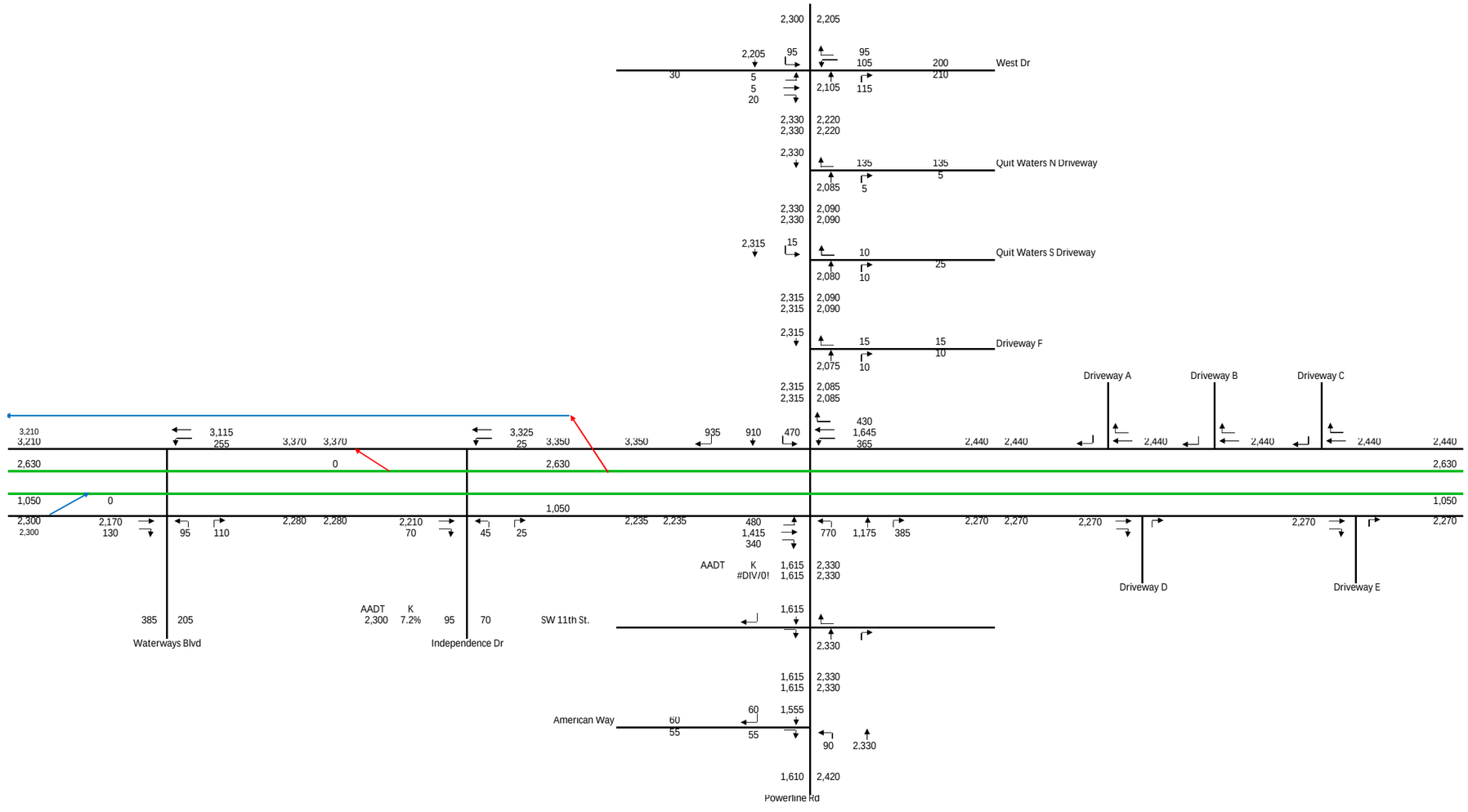
Revision Date: 12/15/2017	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.4: with Military Trail bypass and EB egress only at I-95	Sheet 1 of 1

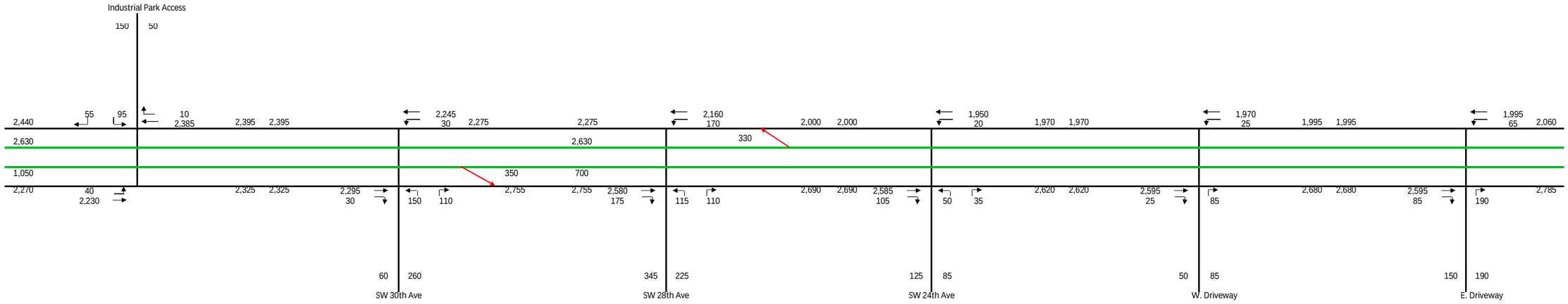
H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
12/15/2017 1200.02 ' / in. 17x11 (in.)
...\Plot Driver\ConceptsANA.pltcfg ConceptsANA.tbl

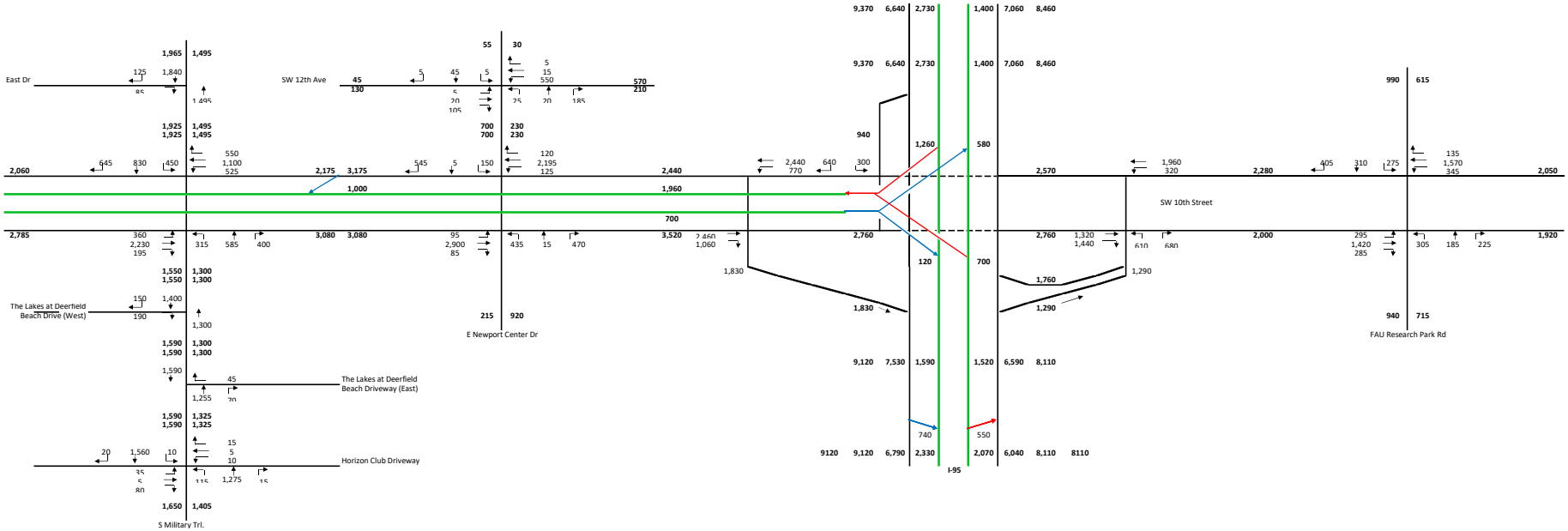

1,975
2,790
1,935
40
15
10
25
West Dr
155
65
5
85
95
2,710
55
2,030
2,765
2,030
2,765
2,030
40
40
Quit Waters N Driveway
100
2,725
100
2,030
2,825
2,030
2,825
1,950
80
10
Quit Waters S Driveway
90
2,815
10
1,950
2,825
1,950
2,825
1,950
10
10
Driveway F
10
2,815
10
1,950
2,825
1,950
2,825
Driveway A
Driveway B
Driveway C
615
2,300
2,300
2,110
60
2,170
2,170
2,110
20
2,130
2,130
410
1,290
250
1,330
325
2,270
2,270
2,270
2,270
2,270
2,270
1,050
0
1,050
1,050
2,630
0
2,630
2,630
3,210
3,210
3,180
30
190
255
3,435
3,435
3,425
10
60
30
3,455
3,455
985
1,690
780
390
1,225
285
2,225
2,225
2,225
2,225
2,225
AADT
K
#DIV/0!
2,395
2,395
1,900
1,900
Driveway D
Driveway E
AADT
2,300
K
5.2%
2,395
90
445
30
90
SW 11th St.
1,900
Waterways Blvd
Independence Dr
2,395
2,395
1,900
1,900
30
2,365
American Way
30
225
225
70
1,900
2,590
1,970
Powerline Rd


Industrial Park Access
45
135
2,270
35
10
50
2,235
2,285
2,285
2,225
75
2,300
2,300
2,080
30
1,670
1,670
1,620
25
1,645
1,645
1,645
35
1,680
1,680
1,680
55
1,735
1,050
1,050
440
2,630
1,070
1,560
2,225
85
2,140
2,150
2,150
2,075
75
60
65
3,210
3,210
3,130
80
220
130
3,260
3,260
3,095
165
50
35
3,130
3,130
3,105
25
20
3,125
3,125
3,110
15
70
3,180
150
125
SW 30th Ave
110
350
SW 28th Ave
190
85
SW 24th Ave
60
20
W. Driveway
70
70
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
FAU Research Park Rd
I-95
AADT
31,700
K
8.5%


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd
AADT
K
#DIV/0!
AADT
2,300
K
7.2%


Industrial Park Access
150
50
2,440
55
95
10
2,385
2,395
2,395
2,245
30
2,275
2,275
2,160
170
2,000
2,000
1,950
20
1,970
1,970
1,970
25
1,995
1,995
1,995
65
2,060
2,630
2,630
330
1,050
350
700
2,270
40
2,230
2,325
2,325
2,295
30
150
110
2,755
2,755
2,580
175
115
110
2,690
2,690
2,585
105
50
35
2,620
2,620
2,595
25
85
2,680
2,680
2,595
85
190
2,785
60
260
SW 30th Ave
345
225
SW 28th Ave
125
85
SW 24th Ave
50
85
W. Driveway
150
190
E. Driveway


East Dr
SW 12th Ave
S Military Trl
E Newport Center Dr
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
SW 10th Street
FAU Research Park Rd
I-95

Build Option 3D-1.5

DRAFT PLAN

FLORIDA'S TURNPIKE

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

SR 834/Sample Rd (MP 69)

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

Pompano Service Plaza (MP 65)

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

SR 811/Hillsboro Blvd

Military Trl

SW 10th St WB

Sawgrass Extension

SW 10th St EB

SW 10th St

SR 834/Sample Rd

Copans Rd

SR-814/Atlantic Blvd

TOLL 869

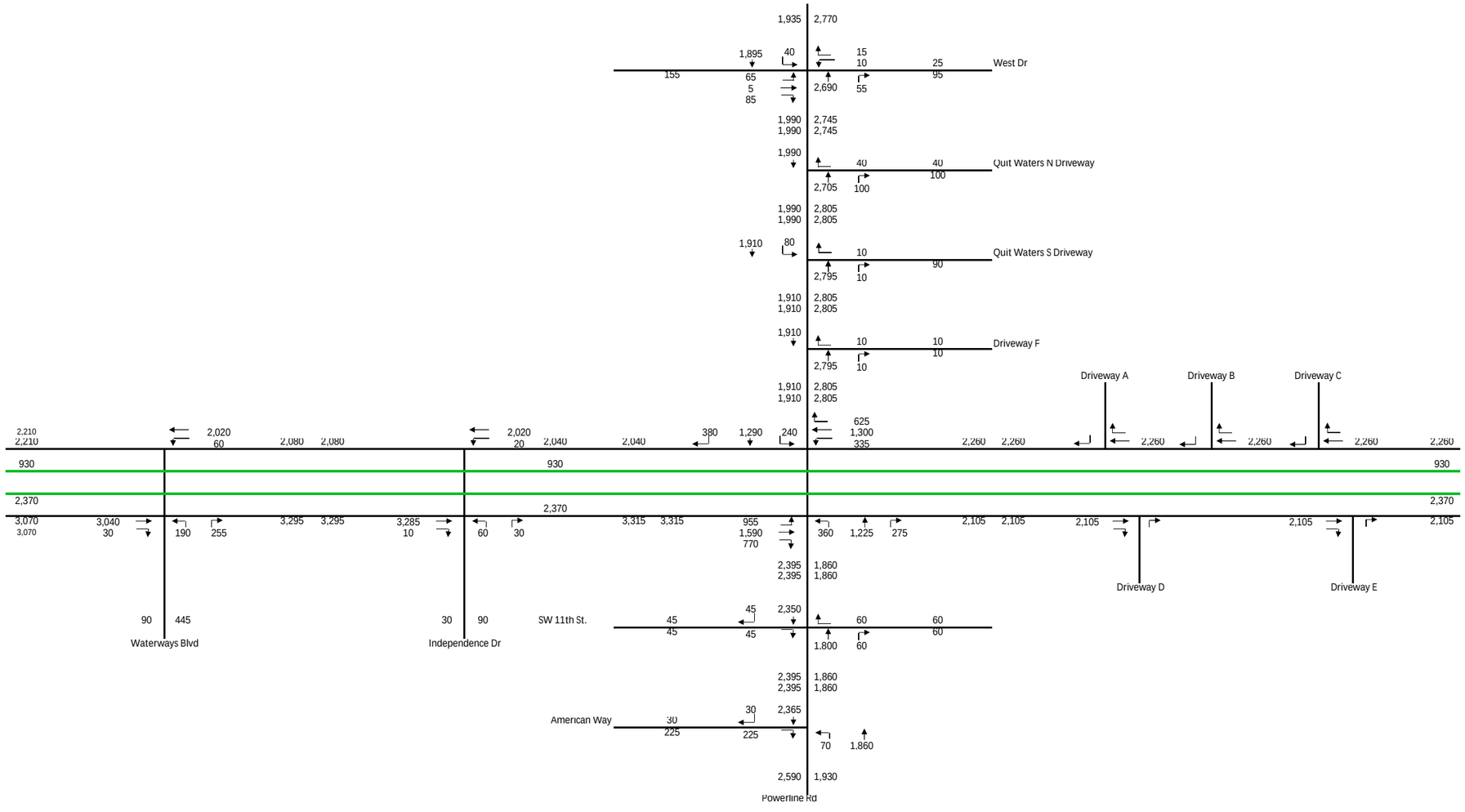
INTERSTATE 95

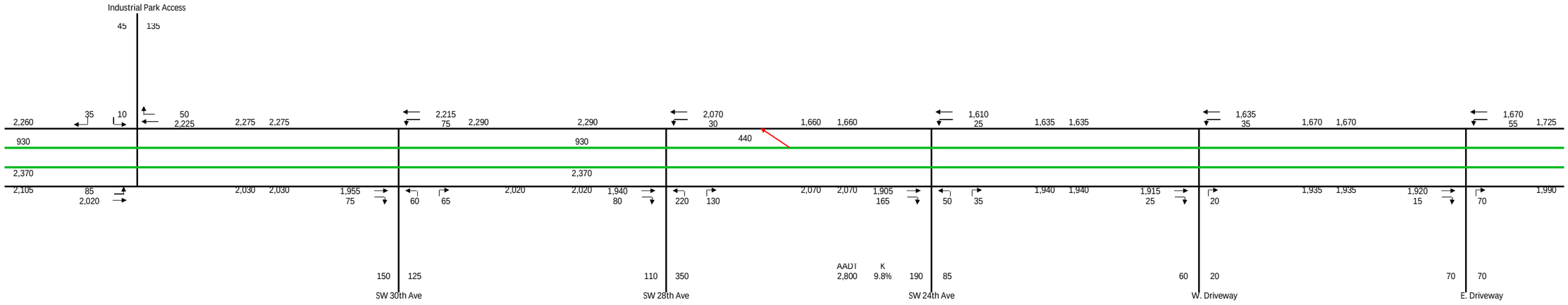
LEGEND

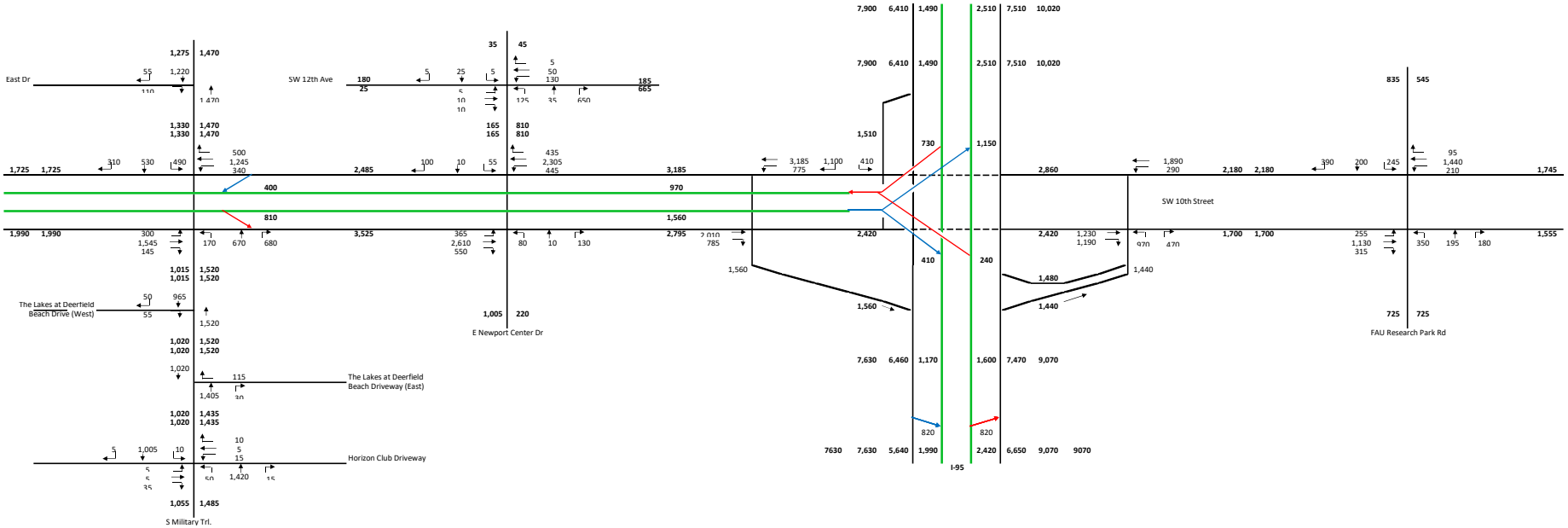
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry

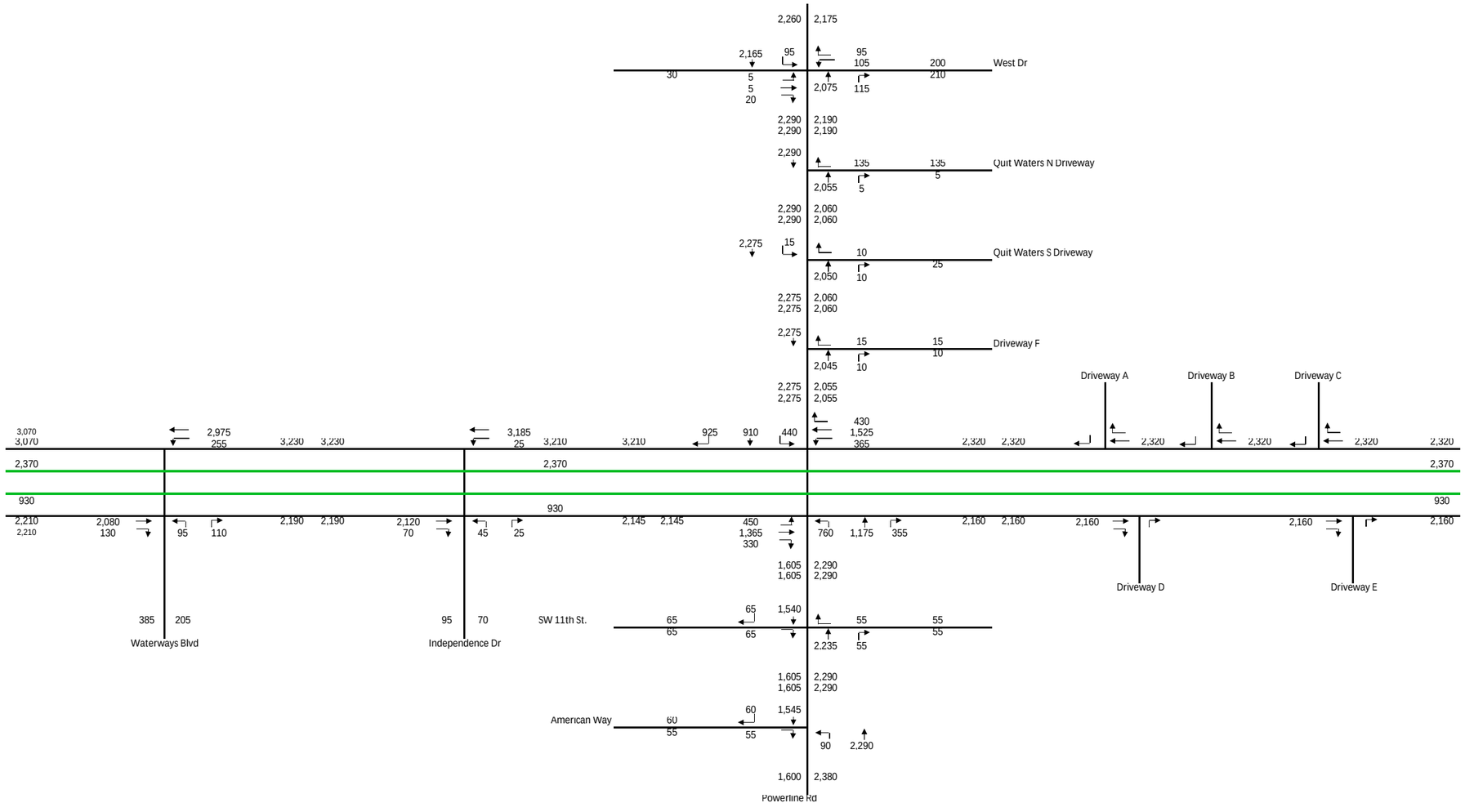
Revision Date: 2/2/2018	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.5: No EB EL ingress on SW 10th Street	Sheet 1 of 1

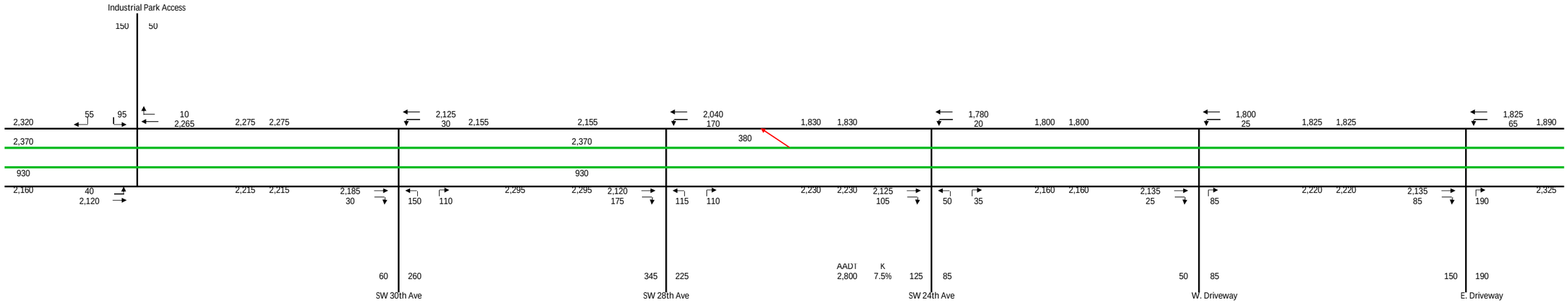
H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
2/2/2018 ...\Plot Driver\ConceptsANA.pltcfg ConceptsANA.tbl 1200.02 ' / in. 17x11 (in.)

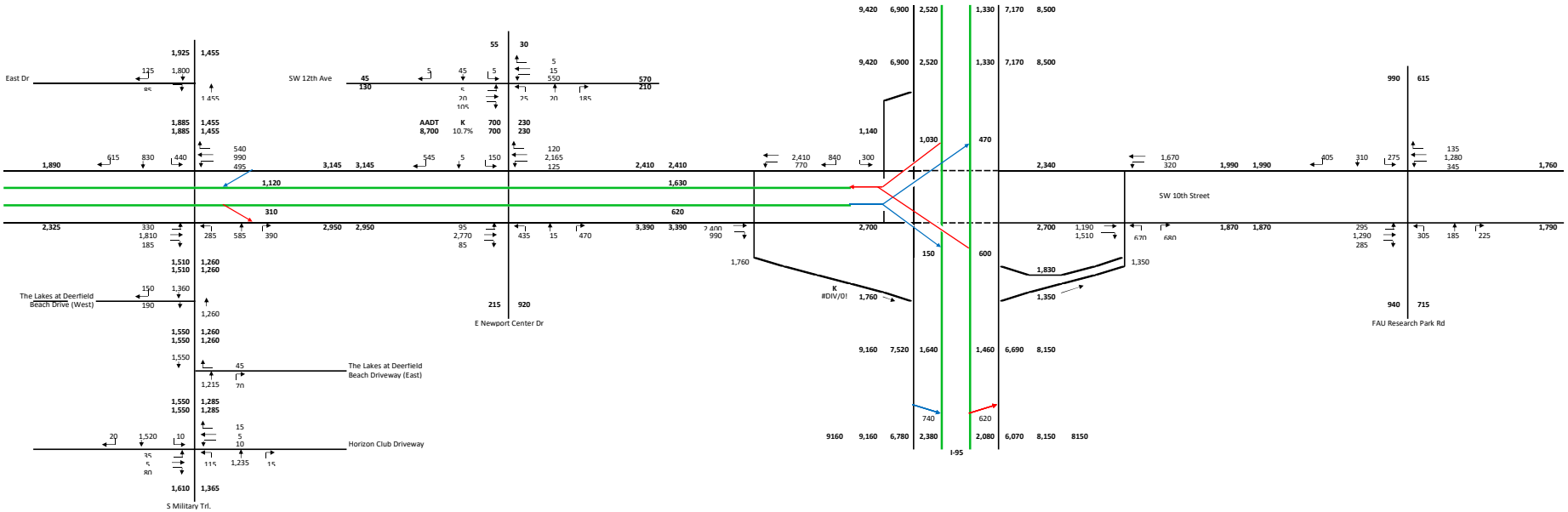

West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
45
135
2,260
35
10
50
2,225
2,275
2,275
2,215
75
2,290
2,290
2,070
30
1,660
1,660
1,610
25
1,635
1,635
1,635
35
1,670
1,670
1,670
55
1,725
930
930
440
2,370
2,370
2,105
85
2,020
2,030
2,030
1,955
75
60
65
2,020
2,020
1,940
80
220
130
2,070
2,070
1,905
165
50
35
1,940
1,940
1,915
25
20
1,935
1,935
1,920
15
70
1,990
AADT
2,800
K
9.8%
150
125
SW 30th Ave
110
350
SW 28th Ave
190
85
SW 24th Ave
60
20
W. Driveway
70
70
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
E Newport Center Dr
FAU Research Park Rd
S Military Trl.
I-95


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
150
50
2,320
55
95
10
2,265
2,275
2,275
2,125
30
2,155
2,155
2,040
170
1,830
1,830
1,780
20
1,800
1,800
1,800
25
1,825
1,825
1,825
65
1,890
2,370
380
2,370
930
930
2,160
40
2,120
2,215
2,215
2,185
30
150
110
2,295
2,295
2,120
175
115
110
2,230
2,230
2,125
105
50
35
2,160
2,160
2,135
25
85
2,220
2,220
2,135
85
190
2,325
AADT
2,800
K
7.5%
60
260
345
225
125
85
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
E Newport Center Dr
FAU Research Park Rd
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
I-95
AADT 8,700
K 10.7%
700
230
K #DIV/0!

Build Option 3D-1.6

DRAFT PLAN

LEGEND
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Turnpike DMS Control
- D4 DMS Control

FLORIDA'S TURNPIKE

TOLL 869

INTERSTATE 95

Linton Blvd
Congress Ave
SR-794/Yamato Rd
Spanish River Blvd
SR-808/Glades Rd
Palmetto Park Rd
SR 811/Hillsboro Blvd
SR-806/Atlantic Ave (MP 81)
SR-808/Glades Rd (MP 75)
Coral Ridge Dr (MP 13)
SR-817/University Dr (MP 15)
US-441/SR-7 (MP 18)
Lyons Rd (MP 19)
SR 834/Sample Rd (MP 69)
SR-912/Coconut Creek Pkwy (MP 67)
SR-814/Atlantic Blvd (MP 65)
Pompano Service Plaza (MP 65)
Waterways Dr
Independence Dr
SR 845/Powerline Rd (MP 22)
SW 10th St WB
Sawgrass Extension
SW 10th St EB
Military Trl
SW 10th St
SR 834/Sample Rd
Copans Rd
SR-814/Atlantic Blvd
O (GTL), O (EL)
S(GTL), S(EL)

EXPRESS LANES — ONLY — TOLL — $25 PLUS TOLL FOR TOLL VIOLATION

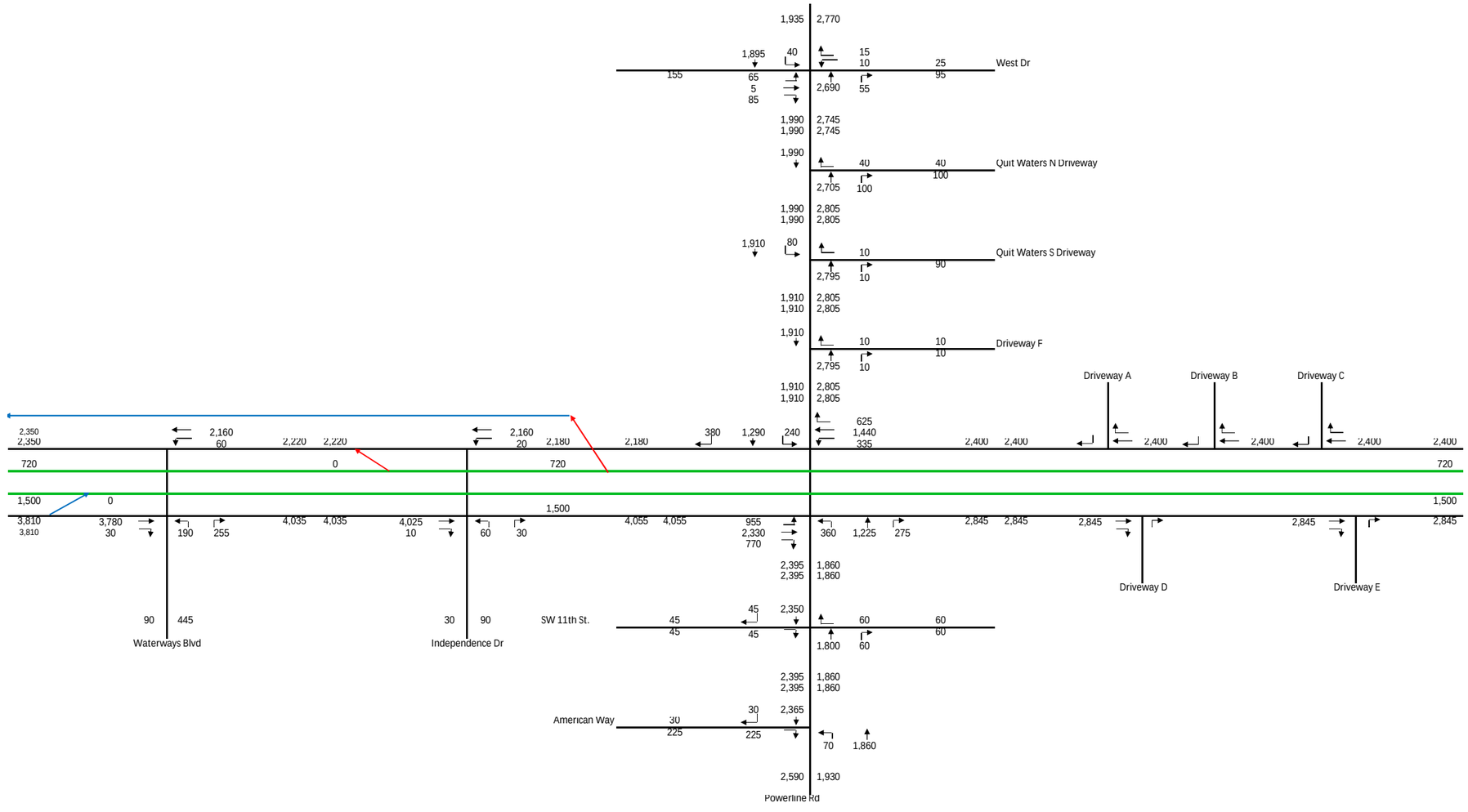
- To Boynton Beach Blvd $XXXX — M
- To Lake Worth Rd $XXXX — M+_
- To Atlantic Ave $XXXX — L
- To Commercial Blvd $XXXX — Q
- To Coral Ridge Dr $XXXX — P
- To Commercial Blvd $XXXX — P+Q
- To Commercial Blvd via Express $XXXX — S(GTL)+S(EL)+L
- To Glades Rd via Express $XXXX — S(GTL)+S(EL)+B+F
- To Cypress Creek Rd via Express $XXXX — S(GTL)+S(EL)+B+D
- To Glades Rd $XXXX — F
- To Congress Ave $XXXX — G
- To Gyprress Creek Rd $XXXX — D
- To SW 10th St $XXXX — E
- To University Dr via E xpress $XXXX — E+J+O(GTL)+O(EL)
- To Glades Rd $XXXX — E+F
- To Cypress Creek Rd via Express $XXXX — A+B+D
- To Glades Rd via Express $XXXX — A+B+F
- To Glades Rd via Express $XXXX — A
- To Atlantic Ave $XXXX — A+L

EXPRESS LANES — ONLY — TOLL — $25 PLUS TOLL FOR TOLL VIOLATION

- To Commercial Blvd $XXXX — T
- To Glades Rd $XXXX — H
- To Hillsboro Blvd $XXXX — I
- To Commercial Blvd via Express $XXXX — I+J+T
- To University Dr via Express $XXXX — I+J+O(GTL)+O(EL)
- To Cypress Creek Rd $XXXX — I+D
- To Commercial Blvd via Express $XXXX — N+T
- To University Dr via Express $XXXX — N+O(GTL)+O(EL)
- To $XXXX — N

H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
6/28/2018 ...\Plot Driver\ConceptsANA.pltcfg ConceptsANA.tbl 1200.02 ' / in. 17x11 (in.)

Revision Date: 5/2/2018	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.6: No EL Access To/From SW 10th Street	Sheet 1 of 1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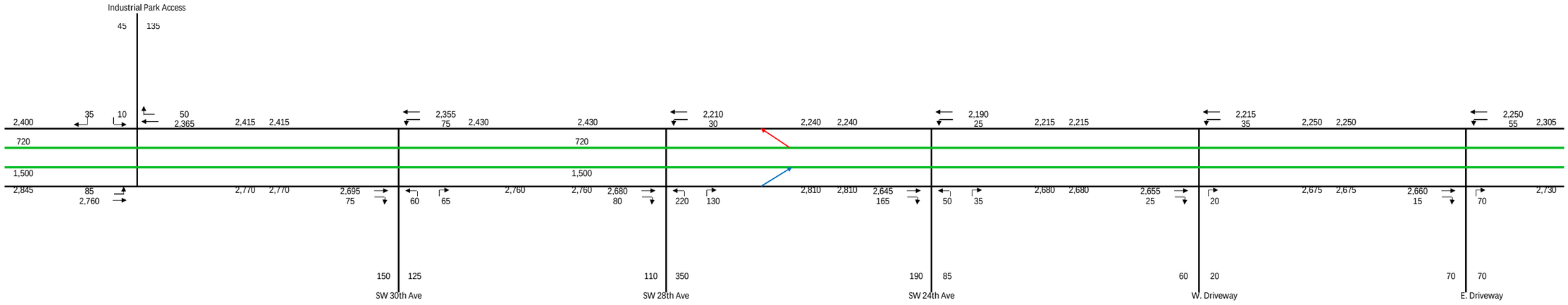
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd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2,305
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2,760
2,770
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2,695
75
60
65
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2,760
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80
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2,680
2,680
2,655
25
20
2,675
2,675
2,660
15
70
2,730
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110
350
SW 28th Ave
190
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SW 24th Ave
60
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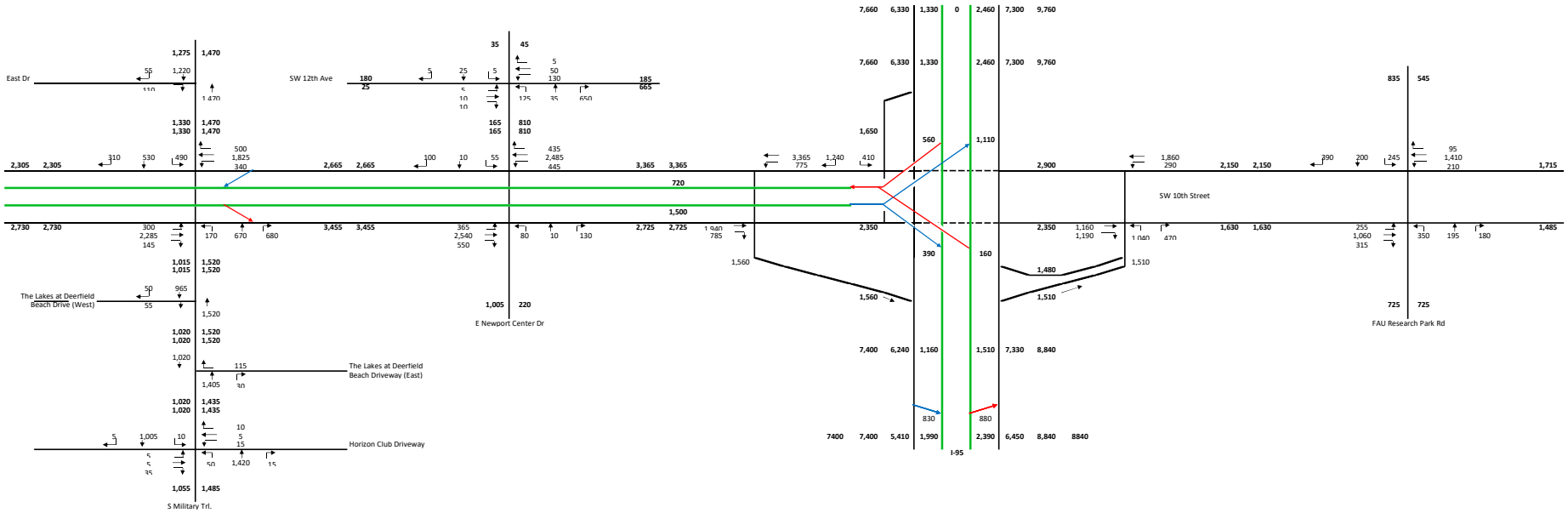
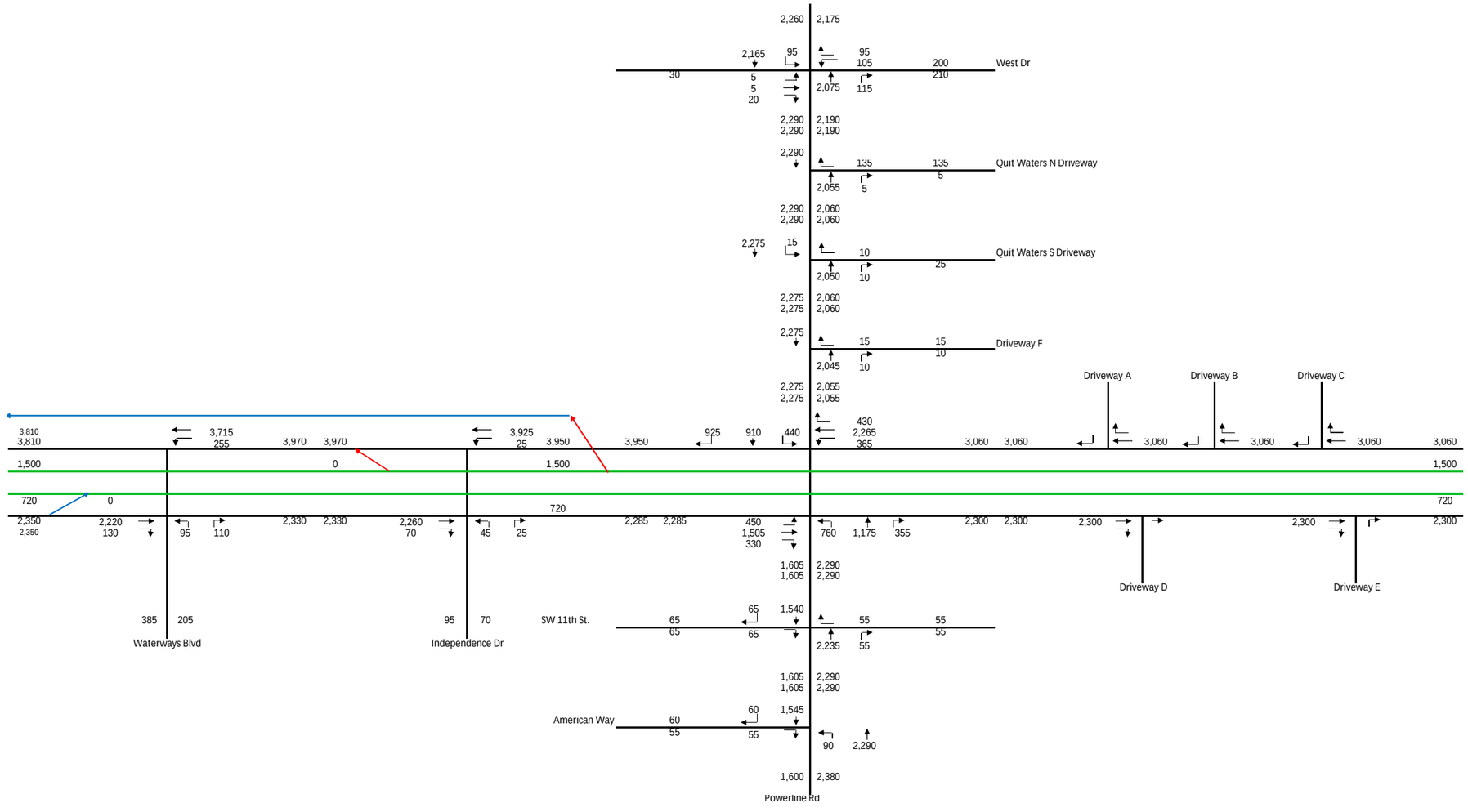
W. Driveway
70
70
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
E Newport Center Dr
FAU Research Park Rd
I-95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Quit Waters S Driveway
Driveway F
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Driveway B
Driveway C
Driveway D
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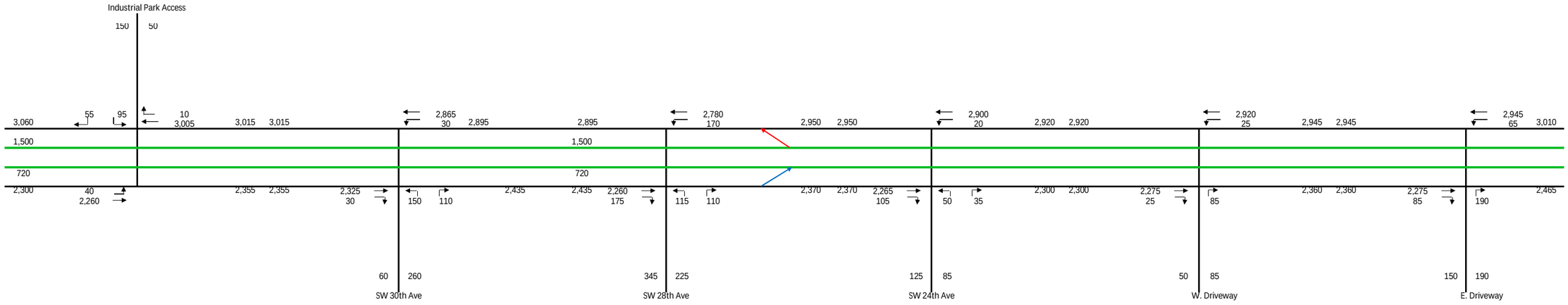
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
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55
95
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3,005
3,015
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2,780
170
2,950
2,950
2,900
20
2,920
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190
2,465
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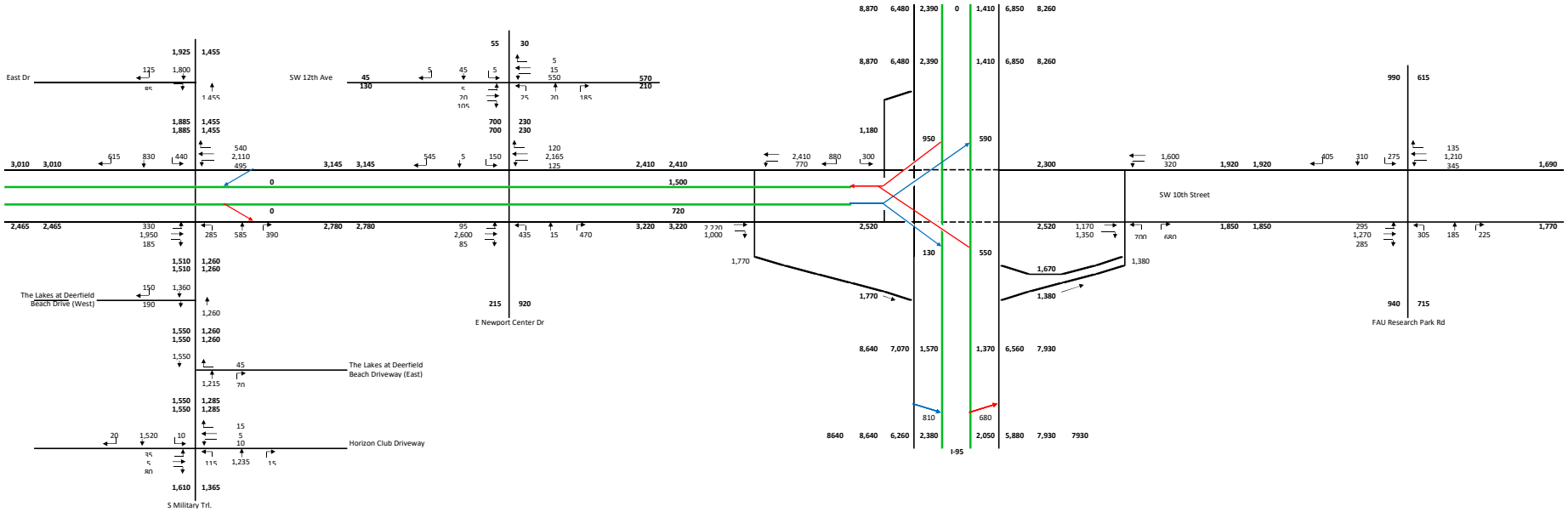
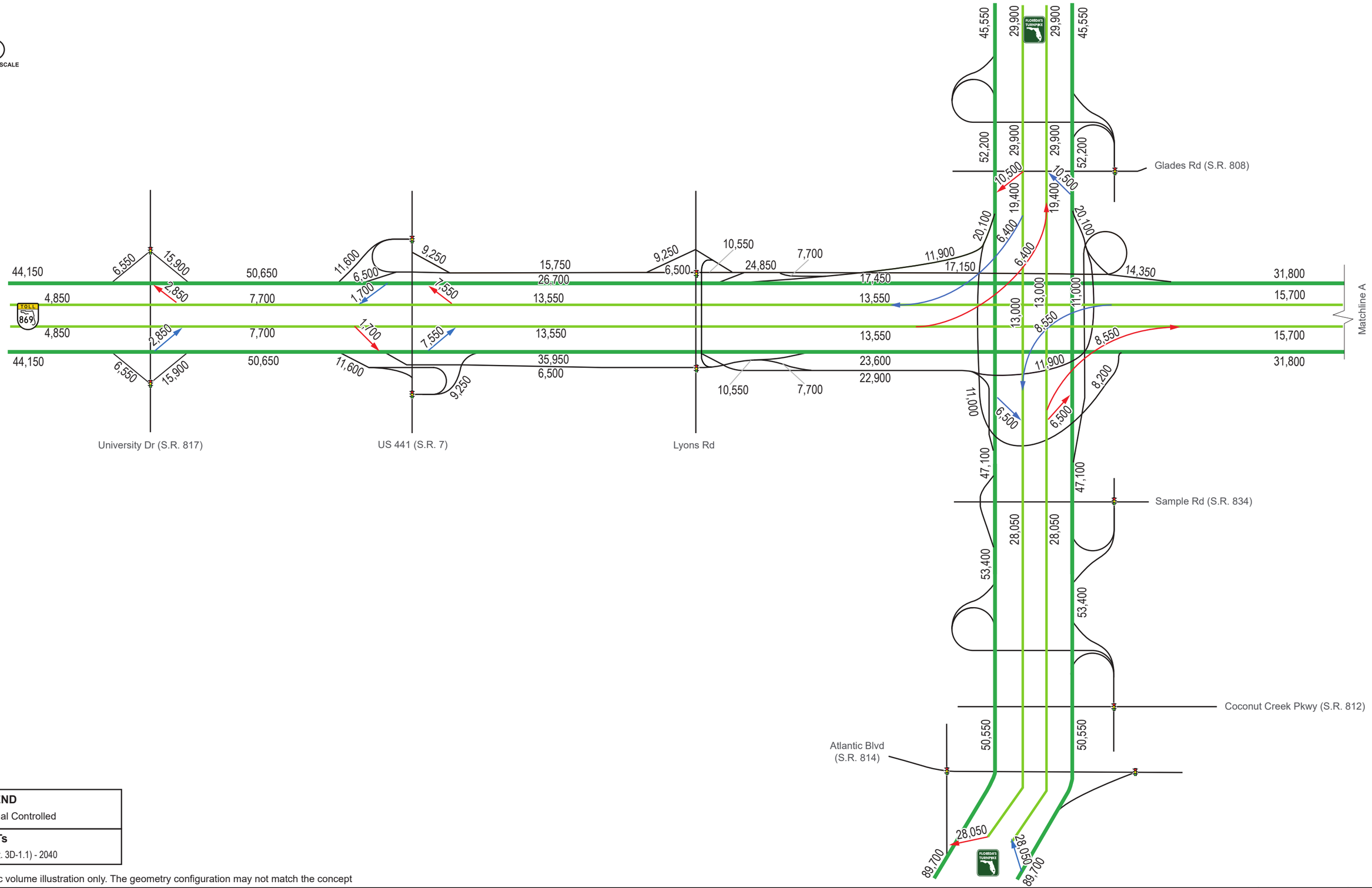
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
E Newport Center Dr
FAU Research Park Rd
I-95

Appendix H

Express Lane and General Use Lane AADT Splits

NOT TO SCALE



LEGEND

Signal Controlled

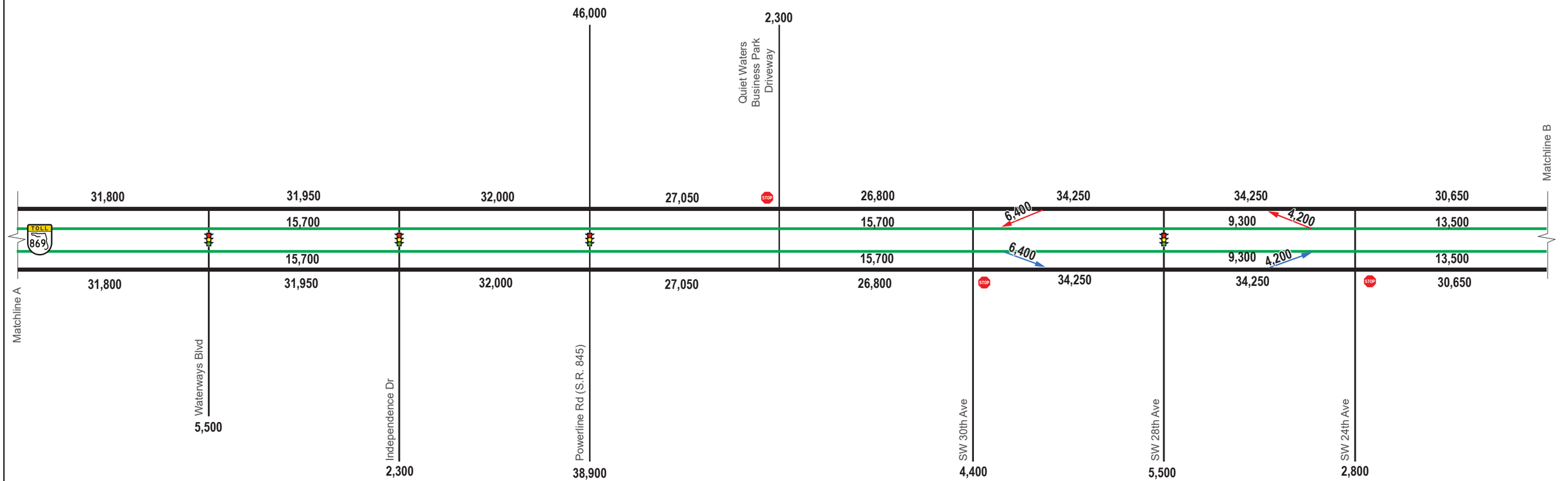
AADTs

Build (Alt. 3D-1.1) - 2040

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 Build Annual Average Daily Traffic	Figure H-1

NOT TO SCALE



LEGEND

Signal Controlled

Stop Controlled

AADTs

Build (Alt. 3D-1.1) - 2040

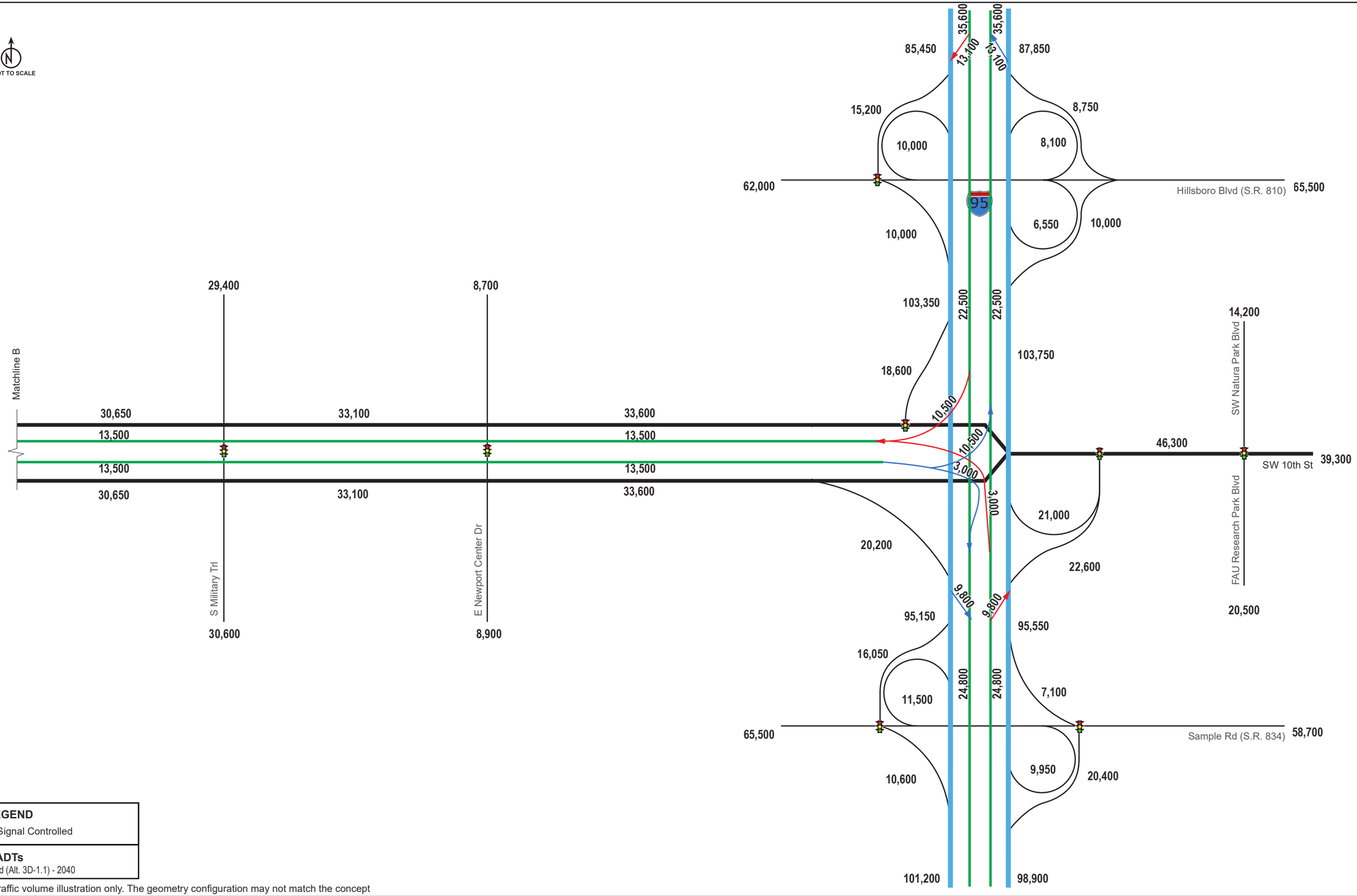
*For traffic volume illustration only. The geometry configuration may not match the concept

SW 10th Street - 2040 Build Annual Average Daily Traffic

Figure H-2

FLORIDA'S TURNPIKE

NOT TO SCALE



LEGEND

Signal Controlled

AADTs

Build (Alt. 3D-1.1) - 2040

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

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

SW 10th Street and I-95 (S.R. 9) - 2040 Build Annual Average Daily Traffic

Figure H-3

FLORIDA'S TURNPIKE

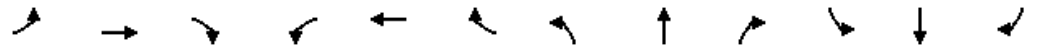
Appendix I

Future 2040 No-Build and Partial-Build Synchro Analysis Files and Output

No-Build 2040

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	0	450	0	0	0	0	1120	1860	650	1430	0
Future Volume (vph)	250	0	450	0	0	0	0	1120	1860	650	1430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	263	0	474	0	0	0	0	1244	1958	684	1589	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	263	0	474	0	0	0	0	1244	1958	684	1589	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	6.7		80.0					33.4	80.0	18.9	59.3	
Effective Green, g (s)	8.7		80.0					35.4	80.0	20.9	61.3	
Actuated g/C Ratio	0.11		1.00					0.44	1.00	0.26	0.77	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	537		1568					3274	1568	888	3822	
v/s Ratio Prot	0.05							0.17		0.20	0.32	
v/s Ratio Perm			0.30						c1.25			
v/c Ratio	0.49		0.30					0.38	1.25	0.77	0.42	
Uniform Delay, d1	33.6		0.0					14.9	40.0	27.3	3.2	
Progression Factor	1.00		1.00					1.00	1.00	1.14	0.46	
Incremental Delay, d2	0.3		0.5					0.3	117.4	2.9	0.0	
Delay (s)	33.8		0.5					15.3	157.4	34.2	1.5	
Level of Service	C		A					B	F	C	A	
Approach Delay (s)		12.4			0.0			102.2			11.3	
Approach LOS		B			A			F			B	

Intersection Summary			
HCM 2000 Control Delay	58.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	910	0	400	580	790	0	0	1170	380
Future Volume (vph)	0	0	0	910	0	400	580	790	0	0	1170	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	958	0	421	611	878	0	0	1300	400
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	958	0	421	611	878	0	0	1300	400
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				18.5		80.0	18.9	47.5			21.6	80.0
Effective Green, g (s)				20.5		80.0	20.9	49.5			23.6	80.0
Actuated g/C Ratio				0.26		1.00	0.26	0.62			0.30	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1266		1568	888	3086			2182	1568
v/s Ratio Prot				c0.19			c0.18	0.18			c0.18	
v/s Ratio Perm						0.27						0.26
v/c Ratio				0.76		0.27	0.69	0.28			0.60	0.26
Uniform Delay, d1				27.4		0.0	26.6	7.1			24.1	0.0
Progression Factor				1.00		1.00	1.24	0.91			1.00	1.00
Incremental Delay, d2				2.3		0.4	1.7	0.0			1.2	0.4
Delay (s)				29.8		0.4	34.8	6.4			25.3	0.4
Level of Service				C		A	C	A			C	A
Approach Delay (s)		0.0			20.8			18.1			19.5	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	0	640	0	0	0	0	1070	1000	310	2530	0
Future Volume (vph)	320	0	640	0	0	0	0	1070	1000	310	2530	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	337	0	674	0	0	0	0	1189	1053	326	2811	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	337	0	674	0	0	0	0	1189	1053	326	2811	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	7.1		80.0					39.1	80.0	12.8	58.9	
Effective Green, g (s)	9.1		80.0					41.1	80.0	14.8	60.9	
Actuated g/C Ratio	0.11		1.00					0.51	1.00	0.19	0.76	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	562		1568					3801	1568	629	3797	
v/s Ratio Prot	0.07							0.16		0.10	c0.56	
v/s Ratio Perm			0.43						c0.67			
v/c Ratio	0.60		0.43					0.31	0.67	0.52	0.74	
Uniform Delay, d1	33.7		0.0					11.3	0.0	29.4	5.2	
Progression Factor	1.00		1.00					1.00	1.00	0.99	0.71	
Incremental Delay, d2	1.2		0.9					0.2	2.3	0.2	0.4	
Delay (s)	34.9		0.9					11.5	2.3	29.3	4.1	
Level of Service	C		A					B	A	C	A	
Approach Delay (s)		12.2			0.0			7.2			6.7	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1850	0	660	500	890	0	0	990	200
Future Volume (vph)	0	0	0	1850	0	660	500	890	0	0	990	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	1947	0	695	526	989	0	0	1100	211
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1947	0	695	526	989	0	0	1100	211
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				32.8		80.0	12.8	33.2			13.4	80.0
Effective Green, g (s)				34.8		80.0	14.8	35.2			15.4	80.0
Actuated g/C Ratio				0.43		1.00	0.19	0.44			0.19	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				2149		1568	629	2194			1424	1568
v/s Ratio Prot				c0.39			c0.15	0.20			c0.15	
v/s Ratio Perm						0.44						0.13
v/c Ratio				0.91		0.44	0.84	0.45			0.77	0.13
Uniform Delay, d1				21.1		0.0	31.4	15.6			30.6	0.0
Progression Factor				1.00		1.00	1.18	1.20			1.00	1.00
Incremental Delay, d2				5.8		0.9	8.6	0.1			4.1	0.2
Delay (s)				26.9		0.9	45.7	18.9			34.8	0.2
Level of Service				C		A	D	B			C	A
Approach Delay (s)		0.0			20.1			28.2			29.2	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	440	140	160	3390	330	130	3300
Future Volume (vph)	440	140	160	3390	330	130	3300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	79	5085	1583	81	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	489	156	178	3767	367	144	3667
RTOR Reduction (vph)	0	64	0	0	116	0	0
Lane Group Flow (vph)	489	92	178	3767	251	144	3667
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	39.0	39.0	102.0	92.5	92.5	98.0	90.5
Effective Green, g (s)	39.0	39.0	106.0	94.5	94.5	102.0	92.5
Actuated g/C Ratio	0.24	0.24	0.66	0.59	0.59	0.64	0.58
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	431	385	173	3003	934	151	2939
v/s Ratio Prot	c0.28	0.06	c0.07	c0.74		0.06	0.72
v/s Ratio Perm			0.61		0.16	0.55	
v/c Ratio	1.13	0.24	1.03	1.25	0.27	0.95	1.25
Uniform Delay, d1	60.5	48.6	57.6	32.8	15.9	54.1	33.8
Progression Factor	1.00	1.00	1.24	0.82	0.48	1.00	1.00
Incremental Delay, d2	85.5	0.1	70.3	116.9	0.6	58.6	114.5
Delay (s)	146.0	48.7	141.9	143.8	8.3	112.7	148.2
Level of Service	F	D	F	F	A	F	F
Approach Delay (s)	122.5			132.2			146.9
Approach LOS	F			F			F

Intersection Summary			
HCM 2000 Control Delay	137.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2910	580	780	2750
Future Volume (vph)	0	0	2910	580	780	2750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	3233	611	867	2895
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3233	611	867	2895
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			112.5	160.0	32.5	160.0
Effective Green, g (s)			114.5	160.0	34.5	160.0
Actuated g/C Ratio			0.72	1.00	0.22	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			3638	1568	740	6346
v/s Ratio Prot			c0.64		c0.25	0.46
v/s Ratio Perm				0.39		
v/c Ratio			0.89	0.39	1.17	0.46
Uniform Delay, d1			17.8	0.0	62.8	0.0
Progression Factor			0.78	1.00	1.15	1.00
Incremental Delay, d2			0.4	0.1	88.4	0.2
Delay (s)			14.2	0.1	160.3	0.2
Level of Service			B	A	F	A
Approach Delay (s)	0.0		12.0			37.1
Approach LOS	A		B			D

Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	340	3720	2820	1080
Future Volume (vph)	0	0	340	3720	2820	1080
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	378	3916	3133	1137
RTOR Reduction (vph)	0	0	0	0	0	15
Lane Group Flow (vph)	0	0	378	3916	3133	1122
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			21.9	160.0	123.1	123.1
Effective Green, g (s)			23.9	160.0	125.1	125.1
Actuated g/C Ratio			0.15	1.00	0.78	0.78
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			512	6346	3975	1225
v/s Ratio Prot			0.11	0.62	0.62	
v/s Ratio Perm						c0.72
v/c Ratio			0.74	0.62	0.79	0.92
Uniform Delay, d1			65.1	0.0	9.9	13.4
Progression Factor			0.92	1.00	0.27	0.42
Incremental Delay, d2			3.7	0.3	0.2	1.4
Delay (s)			63.3	0.3	2.8	7.0
Level of Service			E	A	A	A
Approach Delay (s)	0.0			5.9	3.9	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	580	140	110	350	70	240	70	2670	220	140	2510	100
Future Volume (vph)	580	140	110	350	70	240	70	2670	220	140	2510	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	644	156	122	389	78	267	78	2967	244	156	2789	111
RTOR Reduction (vph)	0	101	0	0	0	157	0	0	72	0	0	31
Lane Group Flow (vph)	644	177	0	389	78	110	78	2967	172	156	2789	80
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	47.5	12.8		50.2	15.5	15.5	14.5	55.8	106.0	14.2	55.5	103.0
Effective Green, g (s)	47.5	12.8		50.2	15.5	15.5	16.5	57.8	110.0	16.2	57.5	107.0
Actuated g/C Ratio	0.30	0.08		0.31	0.10	0.10	0.10	0.36	0.69	0.10	0.36	0.67
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	525	264		555	180	153	182	1836	1088	179	1827	1098
v/s Ratio Prot	c0.36	0.05		c0.22	0.04		0.04	c0.58	0.05	0.09	c0.55	0.02
v/s Ratio Perm						c0.07			0.06			0.03
v/c Ratio	1.23	0.67		0.70	0.43	0.72	0.43	1.62	0.16	0.87	1.53	0.07
Uniform Delay, d1	56.2	71.5		48.3	68.1	70.1	67.3	51.1	8.8	70.9	51.2	9.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.08	2.17
Incremental Delay, d2	118.0	4.9		3.3	0.6	12.5	0.6	279.8	0.0	31.2	239.5	0.0
Delay (s)	174.3	76.5		51.6	68.7	82.7	67.9	330.9	8.8	116.4	294.7	20.1
Level of Service	F	E		D	E	F	E	F	A	F	F	C
Approach Delay (s)		144.8			64.7			300.7			275.6	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	251.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	110.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	320	140	120	3690	200	150	3280
Future Volume (vph)	320	140	120	3690	200	150	3280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	76	5085	1583	72	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	356	156	133	4100	222	167	3644
RTOR Reduction (vph)	0	88	0	0	61	0	0
Lane Group Flow (vph)	356	68	133	4100	161	167	3644
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	30.0	30.0	99.9	95.4	95.4	116.5	104.5
Effective Green, g (s)	30.0	30.0	103.9	97.4	97.4	118.5	106.5
Actuated g/C Ratio	0.19	0.19	0.65	0.61	0.61	0.74	0.67
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	331	296	118	3095	963	218	3384
v/s Ratio Prot	c0.20	0.04	c0.05	c0.81		0.07	c0.72
v/s Ratio Perm			0.68		0.10	0.49	
v/c Ratio	1.08	0.23	1.13	1.32	0.17	0.77	1.08
Uniform Delay, d1	65.0	55.2	52.5	31.3	13.6	56.3	26.8
Progression Factor	1.00	1.00	0.82	1.12	1.66	1.00	1.00
Incremental Delay, d2	71.0	0.1	112.6	148.0	0.3	13.4	40.9
Delay (s)	136.0	55.3	155.6	183.1	22.9	69.7	67.6
Level of Service	F	E	F	F	C	E	E
Approach Delay (s)	111.5			174.3			67.7
Approach LOS	F			F			E

Intersection Summary			
HCM 2000 Control Delay	124.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2560	340	320	3640
Future Volume (vph)	0	0	2560	340	320	3640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	2844	358	356	3832
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2844	358	356	3832
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			124.1	160.0	20.9	160.0
Effective Green, g (s)			126.1	160.0	22.9	160.0
Actuated g/C Ratio			0.79	1.00	0.14	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			4007	1568	491	6346
v/s Ratio Prot			c0.56		0.10	0.60
v/s Ratio Perm				0.23		
v/c Ratio			0.71	0.23	0.73	0.60
Uniform Delay, d1			8.2	0.0	65.5	0.0
Progression Factor			2.59	1.00	0.84	1.00
Incremental Delay, d2			0.1	0.0	3.7	0.4
Delay (s)			21.2	0.0	58.9	0.4
Level of Service			C	A	E	A
Approach Delay (s)	0.0		18.8			5.3
Approach LOS	A		B			A

Intersection Summary			
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	360	3900	2880	840
Future Volume (vph)	0	0	360	3900	2880	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	400	4105	3200	884
RTOR Reduction (vph)	0	0	0	0	0	8
Lane Group Flow (vph)	0	0	400	4105	3200	876
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			21.6	160.0	123.4	123.4
Effective Green, g (s)			23.6	160.0	125.4	125.4
Actuated g/C Ratio			0.15	1.00	0.78	0.78
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			506	6346	3985	1228
v/s Ratio Prot			0.12	0.65	c0.63	
v/s Ratio Perm						0.56
v/c Ratio			0.79	0.65	0.80	0.71
Uniform Delay, d1			65.8	0.0	10.1	8.5
Progression Factor			1.11	1.00	1.74	1.76
Incremental Delay, d2			7.1	0.5	0.2	0.3
Delay (s)			80.4	0.5	17.8	15.3
Level of Service			F	A	B	B
Approach Delay (s)	0.0			7.6	17.2	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3120	320
Future Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3120	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	244	78	67	300	211	178	133	2800	289	222	3467	356
RTOR Reduction (vph)	0	57	0	0	0	117	0	0	117	0	0	59
Lane Group Flow (vph)	244	88	0	300	211	61	133	2800	172	222	3467	297
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	16.8	24.0		14.0	21.2	21.2	12.5	77.5	91.5	17.5	82.5	99.3
Effective Green, g (s)	16.8	24.0		14.0	21.2	21.2	14.5	79.5	95.5	19.5	84.5	103.3
Actuated g/C Ratio	0.11	0.15		0.09	0.13	0.13	0.09	0.50	0.60	0.12	0.53	0.65
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	185	494		154	246	209	160	2526	944	215	2685	1061
v/s Ratio Prot	c0.14	0.03		c0.17	c0.11		0.08	0.55	0.02	c0.13	c0.68	0.03
v/s Ratio Perm						0.04			0.09			0.15
v/c Ratio	1.32	0.18		1.95	0.86	0.29	0.83	1.11	0.18	1.03	1.29	0.28
Uniform Delay, d1	71.6	59.4		73.0	67.9	62.6	71.5	40.2	14.6	70.2	37.8	12.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.76	0.79
Incremental Delay, d2	176.3	0.1		449.4	23.5	0.3	28.1	55.2	0.0	64.5	133.5	0.0
Delay (s)	247.9	59.5		522.4	91.5	62.9	99.6	95.5	14.6	130.2	162.2	9.7
Level of Service	F	E		F	F	E	F	F	B	F	F	A
Approach Delay (s)		177.6			271.7			88.4			147.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	136.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	290	0	590	360	2970	0	0	2550	590	0	0
Future Volume (vph)	290	0	590	360	2970	0	0	2550	590	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3400		1568	1752	4988			6285	1568		
Flt Permitted	0.95		1.00	0.07	1.00			1.00	1.00		
Satd. Flow (perm)	3400		1568	127	4988			6285	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	305	0	621	379	3300	0	0	2833	621	0	0
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	192	0	0
Lane Group Flow (vph)	305	0	506	379	3300	0	0	2833	429	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	23.0		23.0	75.0	75.0			52.0	52.0		
Effective Green, g (s)	25.0		25.0	77.0	77.0			54.0	54.0		
Actuated g/C Ratio	0.23		0.23	0.70	0.70			0.49	0.49		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	772		356	369	3491			3085	769		
v/s Ratio Prot	0.09		c0.32	c0.18	0.66			0.45			
v/s Ratio Perm				c0.54					0.27		
v/c Ratio	0.40		1.42	1.03	0.95			0.92	0.56		
Uniform Delay, d1	36.1		42.5	36.8	14.6			26.0	19.6		
Progression Factor	1.00		1.00	1.43	1.59			0.49	0.10		
Incremental Delay, d2	0.1		205.2	21.6	0.7			0.6	0.3		
Delay (s)	36.2		247.7	74.3	24.0			13.2	2.3		
Level of Service	D		F	E	C			B	A		
Approach Delay (s)		178.0			29.2			11.3		0.0	
Approach LOS		F			C			B		A	

Intersection Summary			
HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	620	0	270	0	0	0	0	2710	470	690	2150	0
Future Volume (vph)	620	0	270	0	0	0	0	2710	470	690	2150	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3400		1568					6285	1568	1752	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.08	1.00	
Satd. Flow (perm)	3400		1568					6285	1568	154	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	653	0	284	0	0	0	0	3011	495	726	2389	0
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	122	0	0	0
Lane Group Flow (vph)	653	0	169	0	0	0	0	3011	373	726	2389	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	23.0		23.0					42.0	42.0	75.0	75.0	
Effective Green, g (s)	25.0		25.0					44.0	44.0	77.0	77.0	
Actuated g/C Ratio	0.23		0.23					0.40	0.40	0.70	0.70	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	772		356					2514	627	529	3491	
v/s Ratio Prot	c0.19		0.11					0.48		c0.36	0.48	
v/s Ratio Perm									0.24	c0.60		
v/c Ratio	0.85		0.47					1.20	0.59	1.37	0.68	
Uniform Delay, d1	40.7		36.8					33.0	26.0	34.2	9.5	
Progression Factor	1.00		1.00					0.71	0.42	1.82	0.52	
Incremental Delay, d2	8.2		0.4					89.4	0.4	173.3	0.2	
Delay (s)	48.8		37.2					112.8	11.2	235.7	5.1	
Level of Service	D		D					F	B	F	A	
Approach Delay (s)		45.3			0.0			98.4			58.9	
Approach LOS		D			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	75.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Future Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.73	1.00	1.00	0.50	1.00	1.00	0.06	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1331	1827	1553	920	1827	1553	118	4988	1553	126	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	33	344	433	44	100	244	3578	133	67	2711	100
RTOR Reduction (vph)	0	0	131	0	0	66	0	0	58	0	0	47
Lane Group Flow (vph)	233	33	213	433	44	34	244	3578	75	67	2711	53
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	13.0	13.0	13.0	29.0	29.0	29.0	66.8	59.8	59.8	59.2	56.0	56.0
Effective Green, g (s)	13.0	13.0	13.0	29.0	29.0	29.0	70.8	61.8	61.8	63.2	58.0	58.0
Actuated g/C Ratio	0.12	0.12	0.12	0.26	0.26	0.26	0.64	0.56	0.56	0.57	0.53	0.53
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	157	215	183	316	481	409	208	2802	872	148	2630	818
v/s Ratio Prot		0.02		c0.12	0.02		c0.10	c0.72		0.02	0.54	
v/s Ratio Perm	0.18		0.14	c0.24		0.02	0.66		0.05	0.24		0.03
v/c Ratio	1.48	0.15	1.16	1.37	0.09	0.08	1.17	1.28	0.09	0.45	1.03	0.06
Uniform Delay, d1	48.5	43.6	48.5	39.7	30.6	30.5	35.9	24.1	11.1	24.1	26.0	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.03	1.63	1.00	1.00	1.00
Incremental Delay, d2	248.6	0.1	116.8	185.5	0.0	0.0	89.8	125.3	0.0	0.8	26.0	0.2
Delay (s)	297.1	43.7	165.3	225.3	30.6	30.5	130.4	150.1	18.1	24.9	52.0	12.9
Level of Service	F	D	F	F	C	C	F	F	B	C	D	B
Approach Delay (s)		209.1			176.7			144.5			50.1	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	117.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	250	290	280	230	550	160	2250	160	190	2080	150
Future Volume (vph)	380	250	290	280	230	550	160	2250	160	190	2080	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3192		1649	1725	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.09	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	1736	3192		1649	1725	1553	166	4988	1553	166	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	422	278	322	311	256	611	178	2500	178	211	2311	167
RTOR Reduction (vph)	0	79	0	0	0	140	0	0	95	0	0	95
Lane Group Flow (vph)	422	521	0	277	290	471	178	2500	83	211	2311	72
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	19.0	19.0		19.0	19.0	19.0	46.0	42.0	42.0	46.0	42.0	42.0
Effective Green, g (s)	19.0	19.0		19.0	19.0	19.0	50.0	44.0	44.0	50.0	44.0	44.0
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.17	0.45	0.40	0.40	0.45	0.40	0.40
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	299	551		284	297	268	161	1995	621	161	1995	621
v/s Ratio Prot	c0.24	0.16		0.17	0.17		0.06	0.50		c0.07	0.46	
v/s Ratio Perm						c0.30	0.44		0.05	c0.52		0.05
v/c Ratio	1.41	0.94		0.98	0.98	1.76	1.11	1.25	0.13	1.31	1.16	0.12
Uniform Delay, d1	45.5	45.0		45.3	45.3	45.5	26.5	33.0	20.9	26.5	33.0	20.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.21	1.05	2.40
Incremental Delay, d2	203.9	24.9		46.1	45.2	356.1	102.0	118.2	0.4	168.4	75.8	0.3
Delay (s)	249.4	69.9		91.3	90.4	401.6	128.6	151.2	21.4	200.5	110.5	50.1
Level of Service	F	E		F	F	F	F	F	C	F	F	D
Approach Delay (s)		144.0			252.0			141.7			113.8	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	149.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	109.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	470	0	690	250	2450	0	0	2920	640	0	0
Future Volume (vph)	470	0	690	250	2450	0	0	2920	640	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3400		1568	1752	4988			6285	1568		
Flt Permitted	0.95		1.00	0.07	1.00			1.00	1.00		
Satd. Flow (perm)	3400		1568	134	4988			6285	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	495	0	726	263	2722	0	0	3244	674	0	0
RTOR Reduction (vph)	0	0	116	0	0	0	0	0	201	0	0
Lane Group Flow (vph)	495	0	610	263	2722	0	0	3244	473	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	27.0		27.0	61.0	61.0			49.0	49.0		
Effective Green, g (s)	29.0		29.0	63.0	63.0			51.0	51.0		
Actuated g/C Ratio	0.29		0.29	0.63	0.63			0.51	0.51		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	986		454	213	3142			3205	799		
v/s Ratio Prot	0.15		c0.39	c0.10	0.55			0.52			
v/s Ratio Perm				c0.68					0.30		
v/c Ratio	0.50		1.34	1.23	0.87			1.01	0.59		
Uniform Delay, d1	29.5		35.5	31.1	15.1			24.5	17.2		
Progression Factor	1.00		1.00	1.85	1.40			0.33	0.09		
Incremental Delay, d2	0.1		168.4	116.4	0.7			8.3	0.3		
Delay (s)	29.6		203.9	174.0	21.8			16.4	1.9		
Level of Service	C		F	F	C			B	A		
Approach Delay (s)		133.3			35.2			13.9		0.0	
Approach LOS		F			D			B		A	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	560	0	390	0	0	0	0	2140	280	600	2790	0
Future Volume (vph)	560	0	390	0	0	0	0	2140	280	600	2790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3400		1568					6285	1568	1752	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.10	1.00	
Satd. Flow (perm)	3400		1568					6285	1568	189	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	589	0	411	0	0	0	0	2378	295	632	3100	0
RTOR Reduction (vph)	0	0	116	0	0	0	0	0	107	0	0	0
Lane Group Flow (vph)	589	0	295	0	0	0	0	2378	188	632	3100	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	27.0		27.0					33.0	33.0	61.0	61.0	
Effective Green, g (s)	29.0		29.0					35.0	35.0	63.0	63.0	
Actuated g/C Ratio	0.29		0.29					0.35	0.35	0.63	0.63	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	986		454					2199	548	494	3142	
v/s Ratio Prot	0.17		c0.19					0.38		c0.31	0.62	
v/s Ratio Perm									0.12	c0.50		
v/c Ratio	0.60		0.65					1.08	0.34	1.28	0.99	
Uniform Delay, d1	30.5		31.0					32.5	24.0	30.4	18.1	
Progression Factor	1.00		1.00					0.44	0.13	1.58	0.59	
Incremental Delay, d2	0.7		2.4					37.6	0.2	131.0	6.5	
Delay (s)	31.1		33.4					51.9	3.3	179.2	17.2	
Level of Service	C		C					D	A	F	B	
Approach Delay (s)		32.1			0.0			46.5			44.6	
Approach LOS		C			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Future Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.72	1.00	1.00	0.36	1.00	1.00	0.07	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1316	1827	1553	665	1827	1553	120	4988	1553	128	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	44	200	256	56	56	356	2800	333	78	3500	111
RTOR Reduction (vph)	0	0	154	0	0	46	0	0	61	0	0	48
Lane Group Flow (vph)	122	44	46	256	56	10	356	2800	272	78	3500	63
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	6.0	6.0	6.0	18.0	18.0	18.0	69.8	60.8	60.8	58.2	55.0	55.0
Effective Green, g (s)	6.0	6.0	6.0	18.0	18.0	18.0	72.0	62.8	62.8	62.2	57.0	57.0
Actuated g/C Ratio	0.06	0.06	0.06	0.18	0.18	0.18	0.72	0.63	0.63	0.62	0.57	0.57
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	78	109	93	183	328	279	264	3132	975	163	2843	885
v/s Ratio Prot		0.02		c0.08	0.03		c0.15	0.56		0.02	0.70	
v/s Ratio Perm	0.09		0.03	c0.17		0.01	c0.82		0.18	0.27		0.04
v/c Ratio	1.56	0.40	0.49	1.40	0.17	0.04	1.35	0.89	0.28	0.48	1.23	0.07
Uniform Delay, d1	47.0	45.3	45.5	40.2	34.7	33.8	34.7	15.8	8.4	17.1	21.5	9.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.84	1.15	1.61	1.00	1.00	1.00
Incremental Delay, d2	306.8	0.9	1.5	209.1	0.1	0.0	165.4	1.6	0.2	0.8	107.3	0.0
Delay (s)	353.8	46.2	47.0	249.3	34.8	33.9	194.5	19.7	13.8	17.9	128.8	9.7
Level of Service	F	D	D	F	C	C	F	B	B	B	F	A
Approach Delay (s)		149.2			183.9			37.0			122.8	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	89.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	170	180	160	150	230	310	1960	220	390	2360	430
Future Volume (vph)	230	170	180	160	150	230	310	1960	220	390	2360	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3203		1649	1727	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.09	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	1736	3203		1649	1727	1553	170	4988	1553	152	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	256	189	200	178	167	256	344	2178	244	433	2622	478
RTOR Reduction (vph)	0	142	0	0	0	170	0	0	100	0	0	161
Lane Group Flow (vph)	256	247	0	160	185	86	344	2178	144	433	2622	317
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	12.0	12.0		8.0	8.0	8.0	49.0	41.0	41.0	59.0	46.0	46.0
Effective Green, g (s)	12.0	12.0		8.0	8.0	8.0	53.0	43.0	43.0	63.0	48.0	48.0
Actuated g/C Ratio	0.12	0.12		0.08	0.08	0.08	0.53	0.43	0.43	0.63	0.48	0.48
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	208	384		131	138	124	246	2144	667	333	2394	745
v/s Ratio Prot	c0.15	0.08		0.10	c0.11		0.14	0.44		c0.19	0.53	
v/s Ratio Perm						0.06	c0.60		0.09	0.62		0.20
v/c Ratio	1.23	0.64		1.22	1.34	0.69	1.40	1.02	0.22	1.30	1.10	0.43
Uniform Delay, d1	44.0	42.0		46.0	46.0	44.8	28.9	28.5	17.9	32.3	26.0	17.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.30	2.31
Incremental Delay, d2	138.5	2.8		150.0	193.9	12.6	202.1	23.5	0.7	142.3	45.5	0.6
Delay (s)	182.5	44.7		196.0	239.9	57.4	231.0	52.0	18.7	168.8	79.2	39.8
Level of Service	F	D		F	F	E	F	D	B	F	E	D
Approach Delay (s)		99.4			150.5			71.3			84.9	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	86.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Future Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	2228	207	370	1641	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	6	0	0	0	69	0	0	71	0	0	22
Lane Group Flow (vph)	315	2429	0	370	1641	436	109	152	190	27	27	5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	21.5	90.1		19.7	88.3	96.1	17.4	17.4	37.1	7.8	7.8	29.3
Effective Green, g (s)	23.5	92.1		21.7	90.3	100.1	17.4	17.4	37.1	7.8	7.8	29.3
Actuated g/C Ratio	0.15	0.58		0.14	0.56	0.63	0.11	0.11	0.23	0.05	0.05	0.18
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	259	2889		465	2869	990	373	202	367	81	83	289
v/s Ratio Prot	c0.18	c0.48		0.11	0.32	c0.03	0.03	c0.08	0.06	0.02	0.02	0.00
v/s Ratio Perm						0.25			0.06			0.00
v/c Ratio	1.22	0.84		0.80	0.57	0.44	0.29	0.75	0.52	0.33	0.33	0.02
Uniform Delay, d1	68.2	27.9		67.0	22.4	15.5	65.6	69.2	53.7	73.6	73.6	53.6
Progression Factor	1.00	1.00		1.13	0.79	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	127.2	3.2		6.4	0.6	0.1	0.2	13.1	0.5	0.9	0.8	0.0
Delay (s)	195.4	31.1		82.0	18.3	9.5	65.8	82.3	54.2	74.5	74.4	53.6
Level of Service	F	C		F	B	A	E	F	D	E	E	D
Approach Delay (s)		49.9			25.9			64.8			67.5	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Future Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		99.5		47.5		47.5		
Effective Green, g (s)		160.0	160.0		101.5		49.5		49.5		
Actuated g/C Ratio		1.00	1.00		0.63		0.31		0.31		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		3225		547		862		
v/s Ratio Prot		0.31			0.32		c0.36		0.31		
v/s Ratio Perm			c0.59								
v/c Ratio		0.31	0.59		0.50		1.17		1.00		
Uniform Delay, d1		0.0	0.0		15.7		55.2		55.2		
Progression Factor		1.00	1.00		0.81		1.00		1.00		
Incremental Delay, d2		0.1	1.0		0.5		96.2		30.9		
Delay (s)		0.1	1.0		13.2		151.5		86.2		
Level of Service		A	A		B		F		F		
Approach Delay (s)		0.4			13.2			114.0		0.0	
Approach LOS		A			B			F		A	

Intersection Summary			
HCM 2000 Control Delay	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Future Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1598	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.31	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5049		578	1863	1583	1299	1598	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	1908	130	87	2038	103	484	92	174	43	5	92
RTOR Reduction (vph)	0	0	39	0	3	0	0	0	156	0	87	0
Lane Group Flow (vph)	342	1908	91	87	2138	0	484	92	18	43	10	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	21.5	99.8	99.8	11.7	90.0		29.5	16.7	16.7	16.3	9.5	
Effective Green, g (s)	23.5	101.8	101.8	13.7	92.0		29.5	16.7	16.7	16.3	9.5	
Actuated g/C Ratio	0.15	0.64	0.64	0.09	0.58		0.18	0.10	0.10	0.10	0.06	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	259	3235	1007	151	2903		210	194	165	152	94	
v/s Ratio Prot	c0.19	0.38		0.05	c0.42		c0.20	0.05		0.01	0.01	
v/s Ratio Perm			0.06				c0.22		0.01	0.02		
v/c Ratio	1.32	0.59	0.09	0.58	0.74		2.30	0.47	0.11	0.28	0.11	
Uniform Delay, d1	68.2	16.9	11.2	70.4	25.1		62.5	67.5	64.9	66.1	71.3	
Progression Factor	0.95	1.10	0.87	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	167.7	0.8	0.2	3.3	1.7		601.9	0.7	0.1	0.4	0.2	
Delay (s)	232.5	19.4	10.0	73.6	26.8		664.4	68.2	65.0	66.5	71.4	
Level of Service	F	B	A	E	C		F	E	E	E	E	
Approach Delay (s)		49.5			28.6			452.2			69.9	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	96.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Future Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2158	158	299	2397	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	20	0	0	52	0	0	48
Lane Group Flow (vph)	49	2311	0	299	2397	46	250	11	350	274	281	311
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	11.1	72.1		17.3	78.3	108.0	15.9	15.9	33.2	29.7	29.7	40.8
Effective Green, g (s)	13.1	74.1		19.3	80.3	112.0	15.9	15.9	33.2	29.7	29.7	40.8
Actuated g/C Ratio	0.08	0.46		0.12	0.50	0.70	0.10	0.10	0.21	0.19	0.19	0.25
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	144	2330		414	2552	1108	341	185	328	312	318	403
v/s Ratio Prot	0.03	c0.46		0.09	c0.47	0.01	0.07	0.01	c0.12	0.16	c0.16	0.05
v/s Ratio Perm						0.02			0.11			0.14
v/c Ratio	0.34	0.99		0.72	0.94	0.04	0.73	0.06	1.07	0.88	0.88	0.77
Uniform Delay, d1	69.4	42.7		67.8	37.6	7.4	70.0	65.3	63.4	63.4	63.5	55.3
Progression Factor	1.00	1.00		1.28	0.62	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	16.8		3.8	6.4	0.0	6.9	0.0	69.1	22.6	23.3	8.1
Delay (s)	69.9	59.5		90.3	29.6	2.2	76.8	65.3	132.5	86.0	86.8	63.3
Level of Service	E	E		F	C	A	E	E	F	F	F	E
Approach Delay (s)		59.7			35.5			110.4			77.3	
Approach LOS		E			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	57.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Future Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		92.5		54.5		54.5		
Effective Green, g (s)		160.0	160.0		94.5		56.5		56.5		
Actuated g/C Ratio		1.00	1.00		0.59		0.35		0.35		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		3003		625		984		
v/s Ratio Prot		0.42			c0.41		c0.39		0.23		
v/s Ratio Perm			0.55								
v/c Ratio		0.42	0.55		0.70		1.11		0.65		
Uniform Delay, d1		0.0	0.0		22.8		51.8		43.5		
Progression Factor		1.00	1.00		0.74		1.00		1.00		
Incremental Delay, d2		0.1	0.5		1.0		70.8		1.2		
Delay (s)		0.1	0.5		17.9		122.5		44.7		
Level of Service		A	A		B		F		D		
Approach Delay (s)		0.2			17.9			85.1		0.0	
Approach LOS		A			B			F		A	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Future Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1622	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.12	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5074		225	1863	1583	1398	1622	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2413	337	152	2467	38	315	11	141	136	54	337
RTOR Reduction (vph)	0	0	56	0	1	0	0	0	111	0	155	0
Lane Group Flow (vph)	103	2413	281	152	2504	0	315	11	30	136	236	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	12.8	73.2	73.2	14.7	75.1		53.1	33.8	33.8	40.4	27.1	
Effective Green, g (s)	14.8	75.2	75.2	16.7	77.1		53.1	33.8	33.8	40.4	27.1	
Actuated g/C Ratio	0.09	0.47	0.47	0.10	0.48		0.33	0.21	0.21	0.25	0.17	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	163	2389	744	184	2445		267	393	334	383	274	
v/s Ratio Prot	0.06	0.47		c0.09	c0.49		c0.15	0.01		0.03	0.15	
v/s Ratio Perm			0.18				c0.24		0.02	0.06		
v/c Ratio	0.63	1.01	0.38	0.83	1.02		1.18	0.03	0.09	0.36	0.86	
Uniform Delay, d1	70.0	42.4	27.3	70.2	41.5		49.2	50.1	50.7	48.4	64.6	
Progression Factor	1.02	0.91	0.83	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.3	20.2	1.4	24.0	24.6		112.7	0.0	0.0	0.2	22.3	
Delay (s)	77.0	58.9	24.1	94.3	66.1		161.9	50.1	50.8	48.6	86.9	
Level of Service	E	E	C	F	E		F	D	D	D	F	
Approach Delay (s)		55.4			67.7			125.7			77.0	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	67.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2235	115	160	1850	145	190
Future Volume (vph)	2235	115	160	1850	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7489		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7489		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2429	125	174	2011	158	207
RTOR Reduction (vph)	4	0	0	0	0	182
Lane Group Flow (vph)	2550	0	174	2011	158	25
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	98.0		18.0	124.0	19.0	19.0
Effective Green, g (s)	100.0		20.0	126.0	19.0	19.0
Actuated g/C Ratio	0.62		0.12	0.79	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4680		221	4004	210	187
v/s Ratio Prot	c0.34		c0.10	0.40	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.54		0.79	0.50	0.75	0.13
Uniform Delay, d1	17.1		67.9	6.0	68.2	63.1
Progression Factor	1.00		1.15	0.40	1.00	1.00
Incremental Delay, d2	0.1		14.2	0.0	12.6	0.1
Delay (s)	17.1		92.2	2.4	80.9	63.2
Level of Service	B		F	A	F	E
Approach Delay (s)	17.1			9.6	70.9	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2330	1845	85	250	165
Future Volume (vph)	95	2330	1845	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2533	2005	92	272	179
RTOR Reduction (vph)	0	0	0	31	0	136
Lane Group Flow (vph)	103	2533	2005	61	272	43
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	124.0	104.0	104.0	19.0	19.0
Effective Green, g (s)	14.0	126.0	106.0	106.0	19.0	19.0
Actuated g/C Ratio	0.09	0.79	0.66	0.66	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	154	5046	4245	1048	407	187
v/s Ratio Prot	c0.06	c0.40	0.31		c0.08	
v/s Ratio Perm				0.04		0.03
v/c Ratio	0.67	0.50	0.47	0.06	0.67	0.23
Uniform Delay, d1	70.8	6.0	13.3	9.5	67.5	63.9
Progression Factor	0.77	0.34	1.52	2.80	1.00	1.00
Incremental Delay, d2	7.1	0.0	0.0	0.0	3.2	0.2
Delay (s)	61.8	2.1	20.1	26.5	70.7	64.1
Level of Service	E	A	C	C	E	E
Approach Delay (s)		4.4	20.4		68.1	
Approach LOS		A	C		E	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Future Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		44.6	80.0		44.6		20.4		20.4		
Effective Green, g (s)		46.6	80.0		46.6		22.4		22.4		
Actuated g/C Ratio		0.58	1.00		0.58		0.28		0.28		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3732	1583		2962		961		780		
v/s Ratio Prot		0.27			0.29		0.15		0.21		
v/s Ratio Perm			c0.67								
v/c Ratio		0.46	0.67		0.51		0.55		0.74		
Uniform Delay, d1		9.5	0.0		9.9		24.5		26.2		
Progression Factor		1.13	1.00		1.12		1.00		1.00		
Incremental Delay, d2		0.4	2.0		0.5		0.5		3.6		
Delay (s)		11.1	2.0		11.6		25.0		29.8		
Level of Service		B	A		B		C		C		
Approach Delay (s)		7.6			11.6			27.5		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Future Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		46.6			46.6	80.0	18.4		18.4		
Effective Green, g (s)		48.6			48.6	80.0	20.4		20.4		
Actuated g/C Ratio		0.61			0.61	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3089			3089	1583	875		710		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.42			0.63	0.38	0.66		0.62		
Uniform Delay, d1		8.3			10.0	0.0	26.7		26.4		
Progression Factor		1.10			1.41	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.3	0.2	1.7		1.5		
Delay (s)		9.4			14.5	0.2	28.4		27.9		
Level of Service		A			B	A	C		C		
Approach Delay (s)		9.4			11.1			28.2		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Future Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4994		1770	5047		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.35	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)	3433	4994		1770	5047		654	1863	1583	1046	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	1168	158	60	1755	92	250	228	82	109	223	571
RTOR Reduction (vph)	0	10	0	0	3	0	0	0	60	0	0	229
Lane Group Flow (vph)	424	1316	0	60	1844	0	250	228	22	109	223	342
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	23.3	72.3		8.3	57.3		59.4	42.8	42.8	45.5	34.9	34.9
Effective Green, g (s)	25.3	74.3		10.3	59.3		59.4	42.8	42.8	45.5	34.9	34.9
Actuated g/C Ratio	0.16	0.46		0.06	0.37		0.37	0.27	0.27	0.28	0.22	0.22
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	542	2319		113	1870		371	498	423	345	406	345
v/s Ratio Prot	c0.12	0.26		0.03	c0.37		c0.08	0.12		0.02	0.12	
v/s Ratio Perm							0.17		0.01	0.07		c0.22
v/c Ratio	0.78	0.57		0.53	0.99		0.67	0.46	0.05	0.32	0.55	0.99
Uniform Delay, d1	64.7	31.2		72.5	49.9		38.1	48.9	43.5	43.7	55.6	62.4
Progression Factor	0.84	1.17		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.2	0.9		2.4	17.8		3.8	0.2	0.0	0.2	0.8	45.8
Delay (s)	60.7	37.4		74.9	67.7		41.9	49.2	43.5	43.9	56.4	108.2
Level of Service	E	D		E	E		D	D	D	D	E	F
Approach Delay (s)		43.1			67.9			45.1			87.7	
Approach LOS		D			E			D			F	

Intersection Summary			
HCM 2000 Control Delay	60.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2460	95	250	2365	115	120
Future Volume (vph)	2460	95	250	2365	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7429		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7429		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2674	103	272	2571	125	130
RTOR Reduction (vph)	3	0	0	0	0	117
Lane Group Flow (vph)	2774	0	272	2571	125	13
Confl. Peds. (#/hr)		80				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	94.2		25.0	127.2	15.8	15.8
Effective Green, g (s)	96.2		27.0	129.2	15.8	15.8
Actuated g/C Ratio	0.60		0.17	0.81	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4466		298	4106	174	156
v/s Ratio Prot	0.37		c0.15	c0.51	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.62		0.91	0.63	0.72	0.08
Uniform Delay, d1	20.3		65.3	6.0	69.9	65.5
Progression Factor	1.00		1.11	0.32	1.00	1.00
Incremental Delay, d2	0.2		25.2	0.2	11.2	0.1
Delay (s)	20.5		97.5	2.1	81.1	65.6
Level of Service	C		F	A	F	E
Approach Delay (s)	20.5			11.2	73.2	
Approach LOS	C			B	E	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2400	2460	290	190	155
Future Volume (vph)	180	2400	2460	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2609	2674	315	207	168
RTOR Reduction (vph)	0	0	0	110	0	151
Lane Group Flow (vph)	196	2609	2674	205	207	17
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	17.0	127.2	102.2	102.2	15.8	15.8
Effective Green, g (s)	19.0	129.2	104.2	104.2	15.8	15.8
Actuated g/C Ratio	0.12	0.81	0.65	0.65	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	210	5174	4173	1030	339	156
v/s Ratio Prot	c0.11	0.41	c0.42		c0.06	
v/s Ratio Perm				0.13		0.01
v/c Ratio	0.93	0.50	0.64	0.20	0.61	0.11
Uniform Delay, d1	69.9	5.0	16.7	11.2	69.1	65.7
Progression Factor	0.72	0.32	0.86	2.33	1.00	1.00
Incremental Delay, d2	37.3	0.0	0.1	0.0	2.3	0.1
Delay (s)	87.3	1.6	14.4	26.0	71.4	65.8
Level of Service	F	A	B	C	E	E
Approach Delay (s)		7.6	15.7		68.9	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Future Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		44.5	80.0		44.5		20.5		20.5		
Effective Green, g (s)		46.5	80.0		46.5		22.5		22.5		
Actuated g/C Ratio		0.58	1.00		0.58		0.28		0.28		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3724	1583		2955		965		783		
v/s Ratio Prot		0.32			c0.43		0.17		c0.28		
v/s Ratio Perm			0.47								
v/c Ratio		0.55	0.47		0.74		0.61		1.01		
Uniform Delay, d1		10.3	0.0		12.3		24.9		28.8		
Progression Factor		1.93	1.00		1.40		1.00		1.00		
Incremental Delay, d2		0.5	0.9		0.9		1.0		34.1		
Delay (s)		20.4	0.9		18.0		25.9		62.8		
Level of Service		C	A		B		C		E		
Approach Delay (s)		15.2			18.0			47.0		0.0	
Approach LOS		B			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Future Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		42.5			42.5	80.0	22.5		22.5		
Effective Green, g (s)		44.5			44.5	80.0	24.5		24.5		
Actuated g/C Ratio		0.56			0.56	1.00	0.31		0.31		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2828			2828	1583	1051		853		
v/s Ratio Prot		0.37			c0.37		c0.35		0.25		
v/s Ratio Perm						0.29					
v/c Ratio		0.66			0.67	0.29	1.14		0.83		
Uniform Delay, d1		12.5			12.5	0.0	27.8		25.8		
Progression Factor		1.86			1.00	1.00	1.00		1.00		
Incremental Delay, d2		0.5			0.6	0.2	75.5		6.5		
Delay (s)		23.7			13.1	0.2	103.2		32.2		
Level of Service		C			B	A	F		C		
Approach Delay (s)		23.7			10.6			76.9		0.0	
Approach LOS		C			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Future Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5000		1770	5026		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.19	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)	3433	5000		1770	5026		345	1863	1583	533	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	1864	234	114	1679	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	8	0	0	5	0	0	0	93	0	0	229
Lane Group Flow (vph)	511	2090	0	114	1815	0	261	337	27	87	266	189
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	26.0	74.2		13.8	62.0		52.0	36.5	36.5	36.9	27.4	27.4
Effective Green, g (s)	28.0	76.2		15.8	64.0		52.0	36.5	36.5	36.9	27.4	27.4
Actuated g/C Ratio	0.18	0.48		0.10	0.40		0.32	0.23	0.23	0.23	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	600	2381		174	2010		277	424	361	196	319	271
v/s Ratio Prot	c0.15	c0.42		0.06	0.36		c0.11	0.18		0.03	0.14	
v/s Ratio Perm							c0.20		0.02	0.08		0.12
v/c Ratio	0.85	0.88		0.66	0.90		0.94	0.79	0.08	0.44	0.83	0.70
Uniform Delay, d1	64.0	37.7		69.5	45.1		45.0	58.2	48.5	50.4	64.1	62.4
Progression Factor	0.92	1.23		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	3.6		6.6	7.1		38.3	9.3	0.0	0.6	16.2	6.2
Delay (s)	66.8	50.0		76.1	52.2		83.3	67.5	48.5	51.0	80.3	68.6
Level of Service	E	D		E	D		F	E	D	D	F	E
Approach Delay (s)		53.3			53.6			70.1			70.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	3480	10	80	2130	110	335
Future Volume (vph)	3480	10	80	2130	110	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3663	11	84	2242	116	353
RTOR Reduction (vph)	0	2	0	0	0	132
Lane Group Flow (vph)	3663	9	84	2242	116	221
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	119.6	119.6	12.4	139.0	28.0	28.0
Effective Green, g (s)	121.6	121.6	14.4	141.0	28.0	28.0
Actuated g/C Ratio	0.68	0.68	0.08	0.78	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3435	1069	141	3983	275	246
v/s Ratio Prot	c0.72		0.05	c0.44	0.07	
v/s Ratio Perm		0.01				c0.14
v/c Ratio	1.07	0.01	0.60	0.56	0.42	0.90
Uniform Delay, d1	29.2	9.5	80.0	7.6	68.7	74.6
Progression Factor	1.00	1.00	0.89	1.33	1.00	1.00
Incremental Delay, d2	36.7	0.0	3.9	0.5	0.4	31.1
Delay (s)	65.9	9.5	75.5	10.6	69.1	105.7
Level of Service	E	A	E	B	E	F
Approach Delay (s)	65.7			12.9	96.7	
Approach LOS	E			B	F	

Intersection Summary			
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	3805	10	20	2180	30	60
Future Volume (vph)	3805	10	20	2180	30	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	48	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4005	11	21	2295	32	63
RTOR Reduction (vph)	0	1	0	0	0	60
Lane Group Flow (vph)	4005	10	21	2295	32	3
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	147.4	147.4	158.0	158.0	8.0	8.0
Effective Green, g (s)	149.4	149.4	160.0	160.0	8.0	8.0
Actuated g/C Ratio	0.83	0.83	0.89	0.89	0.04	0.04
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4220	1313	86	4520	78	70
v/s Ratio Prot	c0.79		0.01	c0.45	c0.02	
v/s Ratio Perm		0.01	0.21			0.00
v/c Ratio	0.95	0.01	0.24	0.51	0.41	0.04
Uniform Delay, d1	12.3	2.6	54.7	2.0	83.7	82.3
Progression Factor	2.55	1.69	7.72	6.29	1.00	1.00
Incremental Delay, d2	0.7	0.0	0.2	0.1	1.3	0.1
Delay (s)	31.9	4.4	422.5	12.9	85.0	82.4
Level of Service	C	A	F	B	F	F
Approach Delay (s)	31.8			16.6	83.3	
Approach LOS	C			B	F	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	855	2460	550	295	1440	275	350	1335	345	205	1400	410
Future Volume (vph)	855	2460	550	295	1440	275	350	1335	345	205	1400	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	900	2589	579	311	1516	289	368	1405	363	216	1474	432
RTOR Reduction (vph)	0	0	162	0	0	100	0	0	121	0	0	289
Lane Group Flow (vph)	900	2589	417	311	1516	189	368	1405	242	216	1474	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	42.0	77.1	77.1	14.0	49.1	49.1	20.9	47.7	47.7	15.2	42.0	42.0
Effective Green, g (s)	44.0	79.1	79.1	16.0	51.1	51.1	22.9	49.7	49.7	17.2	44.0	44.0
Actuated g/C Ratio	0.24	0.44	0.44	0.09	0.28	0.28	0.13	0.28	0.28	0.10	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	839	2234	695	305	1443	449	436	1404	437	328	1243	386
v/s Ratio Prot	c0.26	c0.51		0.09	0.30		c0.11	c0.28		0.06	c0.29	
v/s Ratio Perm			0.26			0.12			0.15			0.09
v/c Ratio	1.07	1.16	0.60	1.02	1.05	0.42	0.84	1.00	0.55	0.66	1.19	0.37
Uniform Delay, d1	68.0	50.5	38.4	82.0	64.5	52.4	76.8	65.2	55.7	78.6	68.0	56.5
Progression Factor	0.92	0.90	0.68	1.10	0.83	0.84	1.00	1.00	1.00	0.90	1.17	2.62
Incremental Delay, d2	42.1	73.7	1.5	49.0	35.0	2.1	13.4	24.2	0.9	2.5	89.6	0.2
Delay (s)	105.0	119.1	27.4	139.3	88.3	46.0	90.2	89.3	56.5	73.3	169.0	148.3
Level of Service	F	F	C	F	F	D	F	F	E	E	F	F
Approach Delay (s)		102.9			90.1			83.9			155.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	107.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	108.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2890	45	15	1960	145	75
Future Volume (vph)	2890	45	15	1960	145	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	49	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3042	47	16	2063	153	79
RTOR Reduction (vph)	0	6	0	0	0	49
Lane Group Flow (vph)	3042	41	16	2063	153	30
Confl. Peds. (#/hr)			15			
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	145.5	145.5	155.0	155.0	14.5	14.5
Effective Green, g (s)	147.5	147.5	157.0	157.0	14.5	14.5
Actuated g/C Ratio	0.82	0.82	0.87	0.87	0.08	0.08
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2900	1297	90	3086	142	127
v/s Ratio Prot	c0.86		0.00	c0.58	c0.09	
v/s Ratio Perm		0.03	0.15			0.02
v/c Ratio	1.05	0.03	0.18	0.67	1.08	0.24
Uniform Delay, d1	16.2	3.0	62.9	3.5	82.8	77.6
Progression Factor	3.47	3.24	3.20	5.51	1.00	1.00
Incremental Delay, d2	23.2	0.0	0.1	0.3	97.7	0.4
Delay (s)	79.6	9.8	201.4	19.7	180.5	77.9
Level of Service	E	A	F	B	F	E
Approach Delay (s)	78.6			21.1	145.6	
Approach LOS	E			C	F	

Intersection Summary			
HCM 2000 Control Delay	59.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Future Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	364	2598	174	364	1696	375	207	929	701	522	658	315
RTOR Reduction (vph)	0	0	79	0	0	116	0	0	168	0	0	126
Lane Group Flow (vph)	364	2598	95	364	1696	259	207	929	533	522	658	189
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	20.8	84.0	84.0	11.5	74.7	74.7	13.6	31.5	31.5	24.5	42.4	42.4
Effective Green, g (s)	22.8	86.0	86.0	13.5	76.7	76.7	15.6	33.5	33.5	26.5	44.4	44.4
Actuated g/C Ratio	0.13	0.48	0.48	0.08	0.43	0.43	0.09	0.19	0.19	0.15	0.25	0.25
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	434	2429	756	257	1508	674	297	658	294	505	872	390
v/s Ratio Prot	0.11	c0.51		c0.11	c0.48		0.06	0.26		c0.15	0.19	
v/s Ratio Perm			0.06			0.16			c0.34			0.12
v/c Ratio	0.84	1.07	0.13	1.42	1.12	0.38	0.70	1.41	1.81	1.03	0.75	0.49
Uniform Delay, d1	76.8	47.0	26.1	83.2	51.6	35.4	79.9	73.2	73.2	76.8	62.8	58.0
Progression Factor	1.18	0.90	1.24	0.71	1.73	2.95	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	34.8	0.1	203.4	63.1	1.2	5.6	194.3	379.5	49.0	3.7	1.0
Delay (s)	95.2	77.2	32.4	262.5	152.7	105.6	85.6	267.5	452.8	125.7	66.5	59.0
Level of Service	F	E	C	F	F	F	F	F	F	F	E	E
Approach Delay (s)		76.8			161.8			317.7			85.6	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	151.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	111.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	2705	505	405	2100	340	55	10	105	40	10	85
Future Volume (vph)	305	2705	505	405	2100	340	55	10	105	40	10	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1736	6257		1770	5085	1524	1681	1710	1583	1453	1573	1154
Flt Permitted	0.04	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	72	6257		1770	5085	1524	1681	1710	1583	1453	1573	1154
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	2940	549	440	2283	370	60	11	114	43	11	92
RTOR Reduction (vph)	0	15	0	0	0	77	0	0	109	0	0	88
Lane Group Flow (vph)	332	3474	0	440	2283	293	35	36	5	27	27	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		4	4	4	3	3	3
Permitted Phases	6					2						
Actuated Green, G (s)	138.1	114.6		23.5	114.6	114.6	8.5	8.5	8.5	8.4	8.4	8.4
Effective Green, g (s)	142.1	116.6		25.5	116.6	116.6	8.5	8.5	8.5	8.4	8.4	8.4
Actuated g/C Ratio	0.79	0.65		0.14	0.65	0.65	0.05	0.05	0.05	0.05	0.05	0.05
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	292	4053		250	3293	987	79	80	74	67	73	53
v/s Ratio Prot	0.16	0.56		c0.25	0.45		0.02	c0.02	0.00	c0.02	0.02	0.00
v/s Ratio Perm	c0.73					0.19						
v/c Ratio	1.14	0.86		1.76	0.69	0.30	0.44	0.45	0.07	0.40	0.37	0.08
Uniform Delay, d1	63.9	25.1		77.2	20.3	13.8	83.4	83.5	82.0	83.4	83.2	82.1
Progression Factor	1.32	0.75		1.19	0.80	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	65.9	0.2		356.2	1.1	0.7	1.4	1.5	0.2	1.4	1.2	0.2
Delay (s)	150.1	19.2		448.2	17.3	8.2	84.9	84.9	82.1	84.8	84.4	82.3
Level of Service	F	B		F	B	A	F	F	F	F	F	F
Approach Delay (s)		30.5			77.5			83.2			83.2	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	53.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	2135	715	835	2845	0	0
Future Volume (vph)	2135	715	835	2845	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.04	1.00		
Satd. Flow (perm)	5085	1583	75	6408		
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	2321	753	879	3092	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2321	753	879	3092	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	95.5	180.0	155.0	180.0		
Effective Green, g (s)	99.5	180.0	163.0	180.0		
Actuated g/C Ratio	0.55	1.00	0.91	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2810	1583	665	6408		
v/s Ratio Prot	0.46		c0.47	0.48		
v/s Ratio Perm		0.48	c0.73			
v/c Ratio	0.83	0.48	1.32	0.48		
Uniform Delay, d1	33.1	0.0	54.2	0.0		
Progression Factor	2.38	1.00	1.37	1.00		
Incremental Delay, d2	1.1	0.5	152.5	0.2		
Delay (s)	79.9	0.5	226.8	0.2		
Level of Service	E	A	F	A		
Approach Delay (s)	60.4			50.4	0.0	
Approach LOS	E			D	A	

Intersection Summary			
HCM 2000 Control Delay	54.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	2135	2690	0	430	990
Future Volume (vph)	0	2135	2690	0	430	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.95	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2321	2924	0	453	1042
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2321	2924	0	453	1042
Confl. Peds. (#/hr)					410	
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		118.0	118.0		49.5	180.0
Effective Green, g (s)		120.0	120.0		47.5	180.0
Actuated g/C Ratio		0.67	0.67		0.26	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3390	4272		905	1583
v/s Ratio Prot		c0.46	0.46		0.13	
v/s Ratio Perm						c0.66
v/c Ratio		0.68	0.68		0.50	0.66
Uniform Delay, d1		18.4	18.4		56.2	0.0
Progression Factor		0.52	0.38		1.00	1.00
Incremental Delay, d2		0.2	0.1		0.2	2.2
Delay (s)		9.8	7.1		56.3	2.2
Level of Service		A	A		E	A
Approach Delay (s)		9.8	7.1		18.6	
Approach LOS		A	A		B	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1195	1370	290	1840	850	470
Future Volume (vph)	1195	1370	290	1840	850	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.99	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3418	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3418	1441
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	1299	1442	305	2000	895	495
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1299	1442	305	2000	959	431
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	103.5	180.0	20.5	85.5	37.0	37.0
Effective Green, g (s)	101.5	180.0	22.5	87.5	39.0	39.0
Actuated g/C Ratio	0.56	1.00	0.12	0.49	0.22	0.22
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1995	1583	221	2471	740	312
v/s Ratio Prot	0.37		c0.17	0.39	0.28	c0.30
v/s Ratio Perm		c0.91				
v/c Ratio	0.65	0.91	1.38	0.81	1.30	1.38
Uniform Delay, d1	27.0	0.0	78.8	39.2	70.5	70.5
Progression Factor	0.82	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	7.4	196.7	1.9	143.1	190.5
Delay (s)	22.6	7.4	275.5	41.1	213.6	261.0
Level of Service	C	A	F	D	F	F
Approach Delay (s)	14.6			72.1	228.3	
Approach LOS	B			E	F	

Intersection Summary			
HCM 2000 Control Delay	81.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Future Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4935		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.08	1.00		0.11	1.00	1.00	0.38	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	148	4935		210	5085	1583	709	3539	1583	1179	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	1234	304	168	1685	92	239	163	163	250	201	391
RTOR Reduction (vph)	0	25	0	0	0	42	0	0	135	0	0	126
Lane Group Flow (vph)	272	1513	0	168	1685	50	239	163	28	250	201	265
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	101.0	88.0		95.0	85.0	85.0	36.0	27.0	27.0	36.0	27.0	27.0
Effective Green, g (s)	105.0	90.0		99.0	87.0	87.0	36.0	27.0	27.0	36.0	27.0	27.0
Actuated g/C Ratio	0.66	0.56		0.62	0.54	0.54	0.22	0.17	0.17	0.22	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	249	2775		246	2764	860	219	597	267	298	314	267
v/s Ratio Prot	c0.10	0.31		0.05	0.33		c0.06	0.05		0.05	0.11	
v/s Ratio Perm	c0.61			0.37		0.03	c0.18		0.02	0.14		0.17
v/c Ratio	1.09	0.55		0.68	0.61	0.06	1.09	0.27	0.10	0.84	0.64	0.99
Uniform Delay, d1	42.5	22.1		17.1	24.9	17.2	61.2	57.9	56.3	57.8	62.0	66.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	83.9	0.8		6.1	1.0	0.1	87.3	0.1	0.1	17.6	3.3	52.4
Delay (s)	126.4	22.9		23.2	25.9	17.3	148.6	58.0	56.3	75.3	65.3	118.8
Level of Service	F	C		C	C	B	F	E	E	E	E	F
Approach Delay (s)		38.4			25.3			95.8			93.1	
Approach LOS		D			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	48.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2350	55	40	2000	0
Future Volume (vph)	65	5	85	10	0	15	0	2350	55	40	2000	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1530		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1530		1770		1583		3539	1583	52	3539	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	5	89	11	0	16	0	2474	58	42	2105	0
RTOR Reduction (vph)	0	84	0	0	0	16	0	0	14	0	0	0
Lane Group Flow (vph)	61	17	0	11	0	0	0	2474	44	42	2105	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Effective Green, g (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Actuated g/C Ratio	0.06	0.06		0.02		0.02		0.75	0.75	0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	98	90		39		35		2656	1188	83	2878	
v/s Ratio Prot	c0.04	0.01		c0.01		0.00		c0.70		0.01	c0.59	
v/s Ratio Perm									0.03	0.39		
v/c Ratio	0.62	0.19		0.28		0.01		0.93	0.04	0.51	0.73	
Uniform Delay, d1	82.7	80.6		86.6		86.1		18.6	5.8	47.7	7.7	
Progression Factor	1.00	1.00		1.00		1.00		0.87	0.49	1.00	1.00	
Incremental Delay, d2	8.5	0.4		1.4		0.0		2.7	0.0	1.8	1.7	
Delay (s)	91.3	81.0		88.0		86.1		18.8	2.8	49.5	9.4	
Level of Service	F	F		F		F		B	A	D	A	
Approach Delay (s)		84.9			86.9			18.5			10.2	
Approach LOS		F			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	2180	60	325	3445	45	160
Future Volume (vph)	2180	60	325	3445	45	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2295	63	342	3626	47	168
RTOR Reduction (vph)	0	12	0	0	0	159
Lane Group Flow (vph)	2295	51	342	3626	47	9
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	117.5	117.5	33.0	157.5	9.5	9.5
Effective Green, g (s)	119.5	119.5	35.0	159.5	9.5	9.5
Actuated g/C Ratio	0.66	0.66	0.19	0.89	0.05	0.05
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3375	1050	344	4505	93	83
v/s Ratio Prot	0.45		c0.19	c0.71	c0.03	
v/s Ratio Perm		0.03				0.01
v/c Ratio	0.68	0.05	0.99	0.80	0.51	0.11
Uniform Delay, d1	18.5	10.5	72.4	4.1	83.0	81.2
Progression Factor	1.00	1.00	0.97	1.26	1.00	1.00
Incremental Delay, d2	1.1	0.1	31.6	0.8	1.6	0.2
Delay (s)	19.7	10.6	101.7	5.9	84.5	81.4
Level of Service	B	B	F	A	F	F
Approach Delay (s)	19.4			14.2	82.1	
Approach LOS	B			B	F	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2310	30	65	3760	10	60
Future Volume (vph)	2310	30	65	3760	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.05	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	87	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2432	32	68	3958	11	63
RTOR Reduction (vph)	0	4	0	0	0	61
Lane Group Flow (vph)	2432	28	68	3958	11	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	145.0	145.0	159.1	159.1	6.9	6.9
Effective Green, g (s)	147.0	147.0	161.1	161.1	6.9	6.9
Actuated g/C Ratio	0.82	0.82	0.89	0.89	0.04	0.04
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4152	1292	153	4551	67	60
v/s Ratio Prot	0.48		0.02	c0.78	c0.01	
v/s Ratio Perm		0.02	0.38			0.00
v/c Ratio	0.59	0.02	0.44	0.87	0.16	0.04
Uniform Delay, d1	5.8	3.1	8.6	4.5	83.8	83.4
Progression Factor	0.25	0.11	2.62	2.63	1.00	1.00
Incremental Delay, d2	0.5	0.0	0.1	0.2	0.4	0.1
Delay (s)	1.9	0.4	22.7	12.0	84.2	83.5
Level of Service	A	A	C	B	F	F
Approach Delay (s)	1.9			12.2	83.6	
Approach LOS	A			B	F	

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	1550	340	355	2365	315	615	1325	330	255	1135	845
Future Volume (vph)	480	1550	340	355	2365	315	615	1325	330	255	1135	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	1632	358	374	2489	332	647	1395	347	268	1195	889
RTOR Reduction (vph)	0	0	157	0	0	67	0	0	154	0	0	154
Lane Group Flow (vph)	505	1632	201	374	2489	265	647	1395	193	268	1195	735
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	19.0	67.6	67.6	22.4	71.0	71.0	23.0	47.0	47.0	17.0	41.0	41.0
Effective Green, g (s)	21.0	69.6	69.6	24.4	73.0	73.0	25.0	49.0	49.0	19.0	43.0	43.0
Actuated g/C Ratio	0.12	0.39	0.39	0.14	0.41	0.41	0.14	0.27	0.27	0.11	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	400	1966	612	465	2062	641	476	1384	430	362	1214	378
v/s Ratio Prot	c0.15	0.32		0.11	c0.49		c0.19	0.27		0.08	0.23	
v/s Ratio Perm			0.13			0.17			0.12			c0.46
v/c Ratio	1.26	0.83	0.33	0.80	1.21	0.41	1.36	1.01	0.45	0.74	0.98	1.95
Uniform Delay, d1	79.5	49.9	38.8	75.5	53.5	38.2	77.5	65.5	54.3	78.1	68.2	68.5
Progression Factor	1.14	0.90	1.24	0.94	1.20	1.25	1.00	1.00	1.00	1.24	0.98	0.97
Incremental Delay, d2	133.9	3.5	1.2	3.3	94.9	0.7	174.9	26.1	0.3	4.2	16.2	431.1
Delay (s)	224.8	48.3	49.1	74.1	158.9	48.6	252.4	91.6	54.6	100.8	83.3	497.5
Level of Service	F	D	D	E	F	D	F	F	D	F	F	F
Approach Delay (s)		84.2			137.5			129.8			241.9	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	146.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	127.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2195	110	60	2945	55	40
Future Volume (vph)	2195	110	60	2945	55	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	80	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2311	116	63	3100	58	42
RTOR Reduction (vph)	0	20	0	0	0	40
Lane Group Flow (vph)	2311	96	63	3100	58	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	147.1	147.1	159.2	159.2	10.3	10.3
Effective Green, g (s)	149.1	149.1	161.2	161.2	10.3	10.3
Actuated g/C Ratio	0.83	0.83	0.90	0.90	0.06	0.06
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2931	1311	143	3169	101	90
v/s Ratio Prot	0.65		0.02	c0.88	c0.03	
v/s Ratio Perm		0.06	0.38			0.00
v/c Ratio	0.79	0.07	0.44	0.98	0.57	0.03
Uniform Delay, d1	7.6	2.8	23.0	7.9	82.7	80.1
Progression Factor	1.32	0.00	2.04	4.84	1.00	1.00
Incremental Delay, d2	1.6	0.1	0.1	1.9	4.8	0.0
Delay (s)	11.7	0.1	47.0	40.2	87.5	80.2
Level of Service	B	A	D	D	F	F
Approach Delay (s)	11.1			40.4	84.4	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Future Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	1924	212	473	2571	554	223	717	391	272	967	538
RTOR Reduction (vph)	0	0	125	0	0	90	0	0	150	0	0	121
Lane Group Flow (vph)	397	1924	87	473	2571	464	223	717	241	272	967	417
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.5	65.7	65.7	25.2	78.4	78.4	13.1	43.5	43.5	17.1	47.5	47.5
Effective Green, g (s)	14.5	67.7	67.7	27.2	80.4	80.4	15.1	45.5	45.5	19.1	49.5	49.5
Actuated g/C Ratio	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.25	0.25	0.11	0.28	0.28
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	276	1912	595	518	1580	707	287	894	400	364	973	435
v/s Ratio Prot	c0.12	0.38		0.14	c0.73		0.06	0.20		c0.08	c0.27	
v/s Ratio Perm			0.05			0.29			0.15			0.26
v/c Ratio	1.44	1.01	0.15	0.91	1.63	0.66	0.78	0.80	0.60	0.75	0.99	0.96
Uniform Delay, d1	82.8	56.1	37.1	75.2	49.8	39.0	80.8	63.0	59.3	78.1	65.1	64.2
Progression Factor	1.24	0.75	0.63	1.01	1.19	1.41	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	212.2	19.3	0.4	2.6	282.5	0.4	11.4	5.2	2.6	7.2	27.2	32.2
Delay (s)	314.4	61.2	23.6	78.7	342.0	55.4	92.2	68.3	61.8	85.3	92.3	96.5
Level of Service	F	E	C	E	F	E	F	E	E	F	F	F
Approach Delay (s)		97.7			263.3			70.4			92.5	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	157.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	123.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

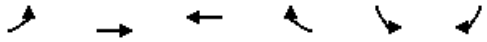
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2235	70	140	2590	115	350	10	440	110	5	370
Future Volume (vph)	75	2235	70	140	2590	115	350	10	440	110	5	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1597	6379		1770	5085	1369	1681	1690	1583	1665	1677	1417
Flt Permitted	0.04	1.00		0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.96	1.00
Satd. Flow (perm)	73	6379		1770	5085	1369	1681	1690	1583	1665	1677	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	2429	76	152	2815	125	380	11	478	120	5	402
RTOR Reduction (vph)	0	2	0	0	0	43	0	0	138	0	0	81
Lane Group Flow (vph)	82	2503	0	152	2815	82	194	197	340	62	63	321
Heavy Vehicles (%)	13%	2%	2%	2%	2%	18%	2%	2%	2%	3%	2%	14%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		4	4	4	3	3	3
Permitted Phases	6					2						
Actuated Green, G (s)	96.9	90.5		11.5	95.6	95.6	23.0	23.0	23.0	30.0	30.0	30.0
Effective Green, g (s)	100.9	92.5		13.5	97.6	97.6	23.0	23.0	23.0	30.0	30.0	30.0
Actuated g/C Ratio	0.56	0.51		0.08	0.54	0.54	0.13	0.13	0.13	0.17	0.17	0.17
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	112	3278		132	2757	742	214	215	202	277	279	236
v/s Ratio Prot	0.03	0.39		c0.09	c0.55		0.12	0.12	c0.21	0.04	0.04	c0.23
v/s Ratio Perm	0.38					0.06						
v/c Ratio	0.73	0.76		1.15	1.02	0.11	0.91	0.92	1.68	0.22	0.23	1.36
Uniform Delay, d1	46.0	35.0		83.2	41.2	20.1	77.4	77.5	78.5	64.9	64.9	75.0
Progression Factor	1.64	0.45		1.06	0.71	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	0.6		120.4	21.7	0.3	36.0	38.2	328.4	0.1	0.2	187.3
Delay (s)	83.0	16.6		208.8	51.2	14.8	113.5	115.7	406.9	65.1	65.1	262.3
Level of Service	F	B		F	D	B	F	F	F	E	E	F
Approach Delay (s)		18.7			57.5			275.4			215.5	
Approach LOS		B			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	81.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	2065	720	840	2845	0	0
Future Volume (vph)	2065	720	840	2845	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	94	6408		
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	2245	758	884	3092	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2245	758	884	3092	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	75.5	180.0	155.0	180.0		
Effective Green, g (s)	79.5	180.0	163.0	180.0		
Actuated g/C Ratio	0.44	1.00	0.91	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2245	1583	862	6408		
v/s Ratio Prot	0.44		c0.48	0.48		
v/s Ratio Perm		0.48	c0.45			
v/c Ratio	1.00	0.48	1.03	0.48		
Uniform Delay, d1	50.2	0.0	45.3	0.0		
Progression Factor	1.49	1.00	1.51	1.00		
Incremental Delay, d2	13.5	0.5	32.7	0.2		
Delay (s)	88.5	0.5	101.0	0.2		
Level of Service	F	A	F	A		
Approach Delay (s)	66.3			22.6	0.0	
Approach LOS	E			C	A	

Intersection Summary			
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	2065	2495	0	310	1190
Future Volume (vph)	0	2065	2495	0	310	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.95	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2245	2712	0	326	1253
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2245	2712	0	326	1253
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		118.0	118.0		49.5	180.0
Effective Green, g (s)		120.0	120.0		47.5	180.0
Actuated g/C Ratio		0.67	0.67		0.26	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3390	4272		905	1583
v/s Ratio Prot		0.44	0.42		0.09	
v/s Ratio Perm						c0.79
v/c Ratio		0.66	0.63		0.36	0.79
Uniform Delay, d1		17.9	17.3		53.9	0.0
Progression Factor		0.70	0.57		1.00	1.00
Incremental Delay, d2		0.0	0.0		0.1	4.1
Delay (s)		12.6	9.9		54.0	4.1
Level of Service		B	A		D	A
Approach Delay (s)		12.6	9.9		14.4	
Approach LOS		B	A		B	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	1000	320	1585	910	680
Future Volume (vph)	1375	1000	320	1585	910	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.97	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3382	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3382	1441
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	1495	1053	337	1723	958	716
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1495	1053	337	1723	1151	523
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	88.5	180.0	40.5	90.5	32.0	32.0
Effective Green, g (s)	86.5	180.0	42.5	92.5	34.0	34.0
Actuated g/C Ratio	0.48	1.00	0.24	0.51	0.19	0.19
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1700	1583	417	2613	638	272
v/s Ratio Prot	c0.42		c0.19	0.34	0.34	c0.36
v/s Ratio Perm		0.67				
v/c Ratio	0.88	0.67	0.81	0.66	1.80	1.92
Uniform Delay, d1	42.1	0.0	64.9	32.2	73.0	73.0
Progression Factor	1.15	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	1.7	10.4	0.5	368.1	428.6
Delay (s)	52.5	1.7	75.3	32.6	441.1	501.6
Level of Service	D	A	E	C	F	F
Approach Delay (s)	31.5			39.6	460.0	
Approach LOS	C			D	F	

Intersection Summary			
HCM 2000 Control Delay	148.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Future Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4986		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.14	1.00		0.05	1.00	1.00	0.15	1.00	1.00	0.66	1.00	1.00
Satd. Flow (perm)	264	4986		91	5085	1583	276	3539	1583	1227	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	266	1712	255	239	1348	125	304	147	136	261	310	418
RTOR Reduction (vph)	0	12	0	0	0	51	0	0	113	0	0	136
Lane Group Flow (vph)	266	1955	0	239	1348	74	304	147	23	261	310	282
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	97.8	85.0		98.2	85.2	85.2	36.0	27.0	27.0	36.0	27.0	27.0
Effective Green, g (s)	101.8	87.0		102.2	87.2	87.2	36.0	27.0	27.0	36.0	27.0	27.0
Actuated g/C Ratio	0.64	0.54		0.64	0.55	0.55	0.22	0.17	0.17	0.22	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	307	2711		215	2771	862	146	597	267	306	314	267
v/s Ratio Prot	0.08	0.39		c0.10	0.27		c0.12	0.04		0.05	0.17	
v/s Ratio Perm	0.47			c0.61		0.05	c0.35		0.01	0.14		0.18
v/c Ratio	0.87	0.72		1.11	0.49	0.09	2.08	0.25	0.09	0.85	0.99	1.05
Uniform Delay, d1	19.0	27.4		52.5	22.5	17.4	57.7	57.7	56.1	57.9	66.3	66.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.1	1.7		94.5	0.6	0.2	509.7	0.1	0.1	19.3	46.8	70.3
Delay (s)	40.1	29.1		147.0	23.2	17.6	567.3	57.8	56.1	77.2	113.1	136.8
Level of Service	D	C		F	C	B	F	E	E	E	F	F
Approach Delay (s)		30.4			40.0			321.3			113.6	
Approach LOS		C			D			F			F	

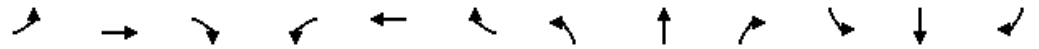
Intersection Summary			
HCM 2000 Control Delay	79.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	120	0	105	0	2140	115	95	2110	0
Future Volume (vph)	5	5	20	120	0	105	0	2140	115	95	2110	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.88		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1560		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1560		1770		1583		3539	1583	58	3539	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	5	21	126	0	111	0	2253	121	100	2221	0
RTOR Reduction (vph)	0	20	0	0	0	94	0	0	31	0	0	0
Lane Group Flow (vph)	4	7	0	126	0	17	0	2253	90	100	2221	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	5.4	5.4		17.2		17.2		122.2	122.2	138.4	138.4	
Effective Green, g (s)	5.4	5.4		17.2		17.2		122.2	122.2	138.4	138.4	
Actuated g/C Ratio	0.03	0.03		0.10		0.10		0.68	0.68	0.77	0.77	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	50	46		169		151		2402	1074	132	2721	
v/s Ratio Prot	0.00	c0.00		c0.07		0.01		c0.64		0.04	c0.63	
v/s Ratio Perm									0.06	0.55		
v/c Ratio	0.08	0.14		0.75		0.11		0.94	0.08	0.76	0.82	
Uniform Delay, d1	84.9	85.0		79.3		74.4		25.5	9.8	61.7	12.9	
Progression Factor	1.00	1.00		1.00		1.00		0.88	0.01	1.00	1.00	
Incremental Delay, d2	0.3	0.5		14.4		0.1		3.8	0.1	19.5	2.8	
Delay (s)	85.1	85.6		93.7		74.5		26.3	0.2	81.2	15.7	
Level of Service	F	F		F		E		C	A	F	B	
Approach Delay (s)		85.5			84.7			24.9			18.6	
Approach LOS		F			F			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

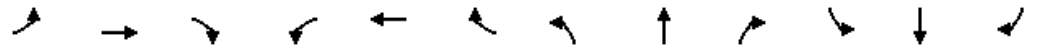


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1970	760	270	2160	20	0	0	0	70	20	120
Future Volume (vph)	30	1970	760	270	2160	20	0	0	0	70	20	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1775	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1775	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	33	2189	800	284	2400	22	0	0	0	78	22	133
RTOR Reduction (vph)	0	0	153	0	0	6	0	0	0	0	0	0
Lane Group Flow (vph)	33	2189	647	284	2400	16	0	0	0	0	100	133
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	6.2	102.3	102.3	19.2	115.3	115.3					18.0	18.0
Effective Green, g (s)	8.2	104.3	104.3	21.2	117.3	117.3					20.0	20.0
Actuated g/C Ratio	0.05	0.65	0.65	0.13	0.73	0.73					0.12	0.12
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	89	3282	1002	441	3692	1149					221	196
v/s Ratio Prot	0.02	c0.43		0.09	c0.48							
v/s Ratio Perm			0.42			0.01					0.06	c0.08
v/c Ratio	0.37	0.67	0.65	0.64	0.65	0.01					0.45	0.68
Uniform Delay, d1	73.4	17.2	16.7	65.8	10.9	5.8					64.9	66.9
Progression Factor	1.00	1.00	1.00	0.89	0.96	1.00					1.00	1.00
Incremental Delay, d2	1.0	1.1	3.2	1.6	0.6	0.0					0.5	7.1
Delay (s)	74.4	18.2	19.9	60.0	11.1	5.8					65.5	74.1
Level of Service	E	B	B	E	B	A					E	E
Approach Delay (s)		19.3			16.2			0.0			70.4	
Approach LOS		B			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2040	0	0	1940	510	910
Future Volume (vph)	2040	0	0	1940	510	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.93	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	5036			5036	3178	1400
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	5036			5036	3178	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	2267	0	0	2156	537	958
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2267	0	0	2156	1016	479
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	96.0			96.0	50.0	50.0
Effective Green, g (s)	98.0			98.0	52.0	52.0
Actuated g/C Ratio	0.61			0.61	0.32	0.32
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3084			3084	1032	455
v/s Ratio Prot	c0.45			0.43	0.32	c0.34
v/s Ratio Perm						
v/c Ratio	0.74			0.70	0.98	1.05
Uniform Delay, d1	21.9			21.0	53.6	54.0
Progression Factor	1.64			1.00	1.00	1.00
Incremental Delay, d2	1.2			1.3	24.0	56.8
Delay (s)	37.0			22.4	77.6	110.8
Level of Service	D			C	E	F
Approach Delay (s)	37.0			22.4	88.2	
Approach LOS	D			C	F	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1420	740	650	2660	70	0	0	0	40	30	100
Future Volume (vph)	120	1420	740	650	2660	70	0	0	0	40	30	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1793	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1793	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	133	1578	779	684	2956	78	0	0	0	44	33	111
RTOR Reduction (vph)	0	0	234	0	0	23	0	0	0	0	0	0
Lane Group Flow (vph)	133	1578	545	684	2956	55	0	0	0	0	77	111
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	16.1	83.5	83.5	40.3	107.7	107.7					15.7	15.7
Effective Green, g (s)	18.1	85.5	85.5	42.3	109.7	109.7					17.7	17.7
Actuated g/C Ratio	0.11	0.53	0.53	0.26	0.69	0.69					0.11	0.11
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	198	2691	821	881	3452	1075					198	173
v/s Ratio Prot	0.08	0.31		0.21	c0.59							
v/s Ratio Perm			c0.35			0.04					0.04	c0.07
v/c Ratio	0.67	0.59	0.66	0.78	0.86	0.05					0.39	0.64
Uniform Delay, d1	68.1	25.3	26.9	54.5	19.1	8.2					66.1	68.1
Progression Factor	1.00	1.00	1.00	1.01	1.12	1.96					1.00	1.00
Incremental Delay, d2	6.9	0.9	4.2	1.7	1.3	0.0					0.5	6.0
Delay (s)	75.0	26.2	31.1	56.6	22.7	16.1					66.6	74.1
Level of Service	E	C	C	E	C	B					E	E
Approach Delay (s)		30.3			28.8			0.0			71.0	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1460	0	0	2780	600	450
Future Volume (vph)	1460	0	0	2780	600	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.97	0.85
Flt Protected	1.00			1.00	0.96	1.00
Satd. Flow (prot)	5036			5036	3285	1400
Flt Permitted	1.00			1.00	0.96	1.00
Satd. Flow (perm)	5036			5036	3285	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1622	0	0	3089	632	474
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1622	0	0	3089	760	346
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	104.8			104.8	41.2	41.2
Effective Green, g (s)	106.8			106.8	43.2	43.2
Actuated g/C Ratio	0.67			0.67	0.27	0.27
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3361			3361	886	378
v/s Ratio Prot	0.32			c0.61	0.23	c0.25
v/s Ratio Perm						
v/c Ratio	0.48			0.92	0.86	0.92
Uniform Delay, d1	13.0			22.9	55.5	56.6
Progression Factor	2.24			1.00	1.00	1.00
Incremental Delay, d2	0.4			5.3	8.0	25.7
Delay (s)	29.6			28.2	63.4	82.4
Level of Service	C			C	E	F
Approach Delay (s)	29.6			28.2	69.4	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1870	350	330	1270	80	90
Future Volume (vph)	1870	350	330	1270	80	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2078	389	367	1411	89	100
RTOR Reduction (vph)	0	88	0	0	0	27
Lane Group Flow (vph)	2078	301	367	1411	89	73
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	105.7	105.7	18.8	130.5	7.5	32.3
Effective Green, g (s)	107.7	107.7	20.8	132.5	7.5	32.3
Actuated g/C Ratio	0.72	0.72	0.14	0.88	0.05	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	2541	1136	476	3126	171	600
v/s Ratio Prot	c0.59		c0.11	0.40	c0.03	0.03
v/s Ratio Perm		0.19				
v/c Ratio	0.82	0.26	0.77	0.45	0.52	0.12
Uniform Delay, d1	14.4	7.4	62.3	1.7	69.5	47.4
Progression Factor	1.00	1.00	0.79	0.76	1.00	1.00
Incremental Delay, d2	3.1	0.6	6.6	0.5	1.3	0.0
Delay (s)	17.5	7.9	55.6	1.7	70.8	47.5
Level of Service	B	A	E	A	E	D
Approach Delay (s)	16.0			12.9	58.5	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1790	170	510	1600	0	0
Future Volume (vph)	1790	170	510	1600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.92	0.92
Adj. Flow (vph)	1989	179	537	1778	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1989	179	537	1778	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	95.9	150.0	41.1	150.0		
Effective Green, g (s)	97.9	150.0	43.1	150.0		
Actuated g/C Ratio	0.65	1.00	0.29	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	3318	1583	986	5085		
v/s Ratio Prot	c0.39		c0.16	0.35		
v/s Ratio Perm		0.11				
v/c Ratio	0.60	0.11	0.54	0.35		
Uniform Delay, d1	14.9	0.0	45.2	0.0		
Progression Factor	0.63	1.00	1.01	1.00		
Incremental Delay, d2	0.5	0.1	0.5	0.2		
Delay (s)	9.9	0.1	46.1	0.2		
Level of Service	A	A	D	A		
Approach Delay (s)	9.1			10.8	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1790	0	0	2110	0	940
Future Volume (vph)	1790	0	0	2110	0	940
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		4.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.90	0.92	0.92	0.90	0.92	0.95
Adj. Flow (vph)	1989	0	0	2344	0	989
RTOR Reduction (vph)	0	0	0	0	0	43
Lane Group Flow (vph)	1989	0	0	2344	0	946
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	95.9			150.0		41.1
Effective Green, g (s)	97.9			150.0		43.1
Actuated g/C Ratio	0.65			1.00		0.29
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	3318			7544		1201
v/s Ratio Prot	c0.39			0.31		c0.23
v/s Ratio Perm						
v/c Ratio	0.60			0.31		0.79
Uniform Delay, d1	14.9			0.0		49.2
Progression Factor	0.07			1.00		1.00
Incremental Delay, d2	0.6			0.1		3.4
Delay (s)	1.8			0.1		52.6
Level of Service	A			A		D
Approach Delay (s)	1.8			0.1	52.6	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	1630	600	90	210	1050	380	440	490	160	850	500
Future Volume (vph)	500	1630	600	90	210	1050	380	440	490	160	850	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	556	1811	667	100	233	1167	422	489	544	178	895	526
RTOR Reduction (vph)	0	0	46	0	0	0	21	0	0	155	0	0
Lane Group Flow (vph)	556	1811	621	0	333	1167	401	489	544	23	895	526
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	23.7	65.5	88.6		10.5	52.3	82.8	23.1	17.5	17.5	30.5	24.9
Effective Green, g (s)	25.7	67.5	92.6		12.5	54.3	86.8	25.1	19.5	19.5	32.5	26.9
Actuated g/C Ratio	0.17	0.45	0.62		0.08	0.36	0.58	0.17	0.13	0.13	0.22	0.18
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	588	1592	977		286	1281	1612	574	460	205	743	634
v/s Ratio Prot	0.16	c0.51	0.11		c0.10	0.33	0.14	0.14	c0.15		c0.26	0.15
v/s Ratio Perm			0.29							0.01		
v/c Ratio	0.95	1.14	0.64		1.16	0.91	0.25	0.85	1.18	0.11	1.20	0.83
Uniform Delay, d1	61.5	41.2	18.1		68.8	45.5	15.5	60.6	65.2	57.6	58.8	59.3
Progression Factor	0.92	0.75	1.08		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	20.5	68.6	1.0		105.3	11.2	0.1	11.5	102.5	0.2	104.6	8.6
Delay (s)	77.1	99.7	20.5		174.0	56.8	15.6	72.2	167.7	57.8	163.4	68.0
Level of Service	E	F	C		F	E	B	E	F	E	F	E
Approach Delay (s)		78.2				68.1			113.0			88.0
Approach LOS		E				E			F			F

Intersection Summary			
HCM 2000 Control Delay	83.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	620
Future Volume (vph)	620
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	653
RTOR Reduction (vph)	0
Lane Group Flow (vph)	653
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	150.0
Effective Green, g (s)	150.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.41
v/c Ratio	0.41
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.8
Delay (s)	0.8
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1180	260	370	1970	180	120
Future Volume (vph)	1180	260	370	1970	180	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1311	289	411	2189	200	133
RTOR Reduction (vph)	0	132	0	0	0	44
Lane Group Flow (vph)	1311	157	411	2189	200	89
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	41.4	41.4	12.4	59.8	8.2	26.6
Effective Green, g (s)	43.4	43.4	14.4	61.8	8.2	26.6
Actuated g/C Ratio	0.54	0.54	0.18	0.77	0.10	0.33
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	1919	858	617	2733	351	926
v/s Ratio Prot	0.37		0.12	c0.62	c0.06	0.03
v/s Ratio Perm		0.10				
v/c Ratio	0.68	0.18	0.67	0.80	0.57	0.10
Uniform Delay, d1	13.3	9.3	30.6	5.4	34.2	18.4
Progression Factor	1.00	1.00	0.86	0.76	1.00	1.00
Incremental Delay, d2	2.0	0.5	1.8	2.3	1.3	0.0
Delay (s)	15.3	9.8	28.1	6.4	35.5	18.4
Level of Service	B	A	C	A	D	B
Approach Delay (s)	14.3			9.8	28.7	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1130	170	1020	2340	0	0
Future Volume (vph)	1130	170	1020	2340	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.92	0.92
Adj. Flow (vph)	1256	179	1074	2600	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1256	179	1074	2600	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	86.0	160.0	61.0	160.0		
Effective Green, g (s)	88.0	160.0	63.0	160.0		
Actuated g/C Ratio	0.55	1.00	0.39	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	2796	1583	1351	5085		
v/s Ratio Prot	0.25		c0.31	0.51		
v/s Ratio Perm		0.11				
v/c Ratio	0.45	0.11	0.79	0.51		
Uniform Delay, d1	21.5	0.0	42.8	0.0		
Progression Factor	0.72	1.00	1.00	1.00		
Incremental Delay, d2	0.4	0.1	2.8	0.3		
Delay (s)	15.9	0.1	45.8	0.3		
Level of Service	B	A	D	A		
Approach Delay (s)	13.9			13.6	0.0	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑↑↑		↱↱↱
Traffic Volume (vph)	1130	0	0	3360	0	360
Future Volume (vph)	1130	0	0	3360	0	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		4.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.90	0.92	0.92	0.90	0.92	0.95
Adj. Flow (vph)	1256	0	0	3733	0	379
RTOR Reduction (vph)	0	0	0	0	0	61
Lane Group Flow (vph)	1256	0	0	3733	0	318
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	86.0			160.0		61.0
Effective Green, g (s)	88.0			160.0		63.0
Actuated g/C Ratio	0.55			1.00		0.39
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	2796			7544		1645
v/s Ratio Prot	0.25			0.49		0.08
v/s Ratio Perm						
v/c Ratio	0.45			0.49		0.19
Uniform Delay, d1	21.5			0.0		31.8
Progression Factor	0.15			1.00		1.00
Incremental Delay, d2	0.5			0.0		0.0
Delay (s)	3.7			0.0		31.9
Level of Service	A			A		C
Approach Delay (s)	3.7			0.0	31.9	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	350	720	420	110	170	1810	970	740	570	180	260	230
Future Volume (vph)	350	720	420	110	170	1810	970	740	570	180	260	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	389	800	467	122	189	2011	1078	822	633	200	274	242
RTOR Reduction (vph)	0	0	40	0	0	0	21	0	0	125	0	0
Lane Group Flow (vph)	389	800	427	0	311	2011	1057	822	633	75	274	242
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	13.5	71.7	102.2		17.8	76.0	90.0	30.5	30.5	30.5	14.0	14.0
Effective Green, g (s)	15.5	73.7	106.2		19.8	78.0	94.0	32.5	32.5	32.5	16.0	16.0
Actuated g/C Ratio	0.10	0.46	0.66		0.12	0.49	0.59	0.20	0.20	0.20	0.10	0.10
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	3.0
Lane Grp Cap (vph)	332	1630	1095		424	1725	1637	697	718	321	343	353
v/s Ratio Prot	c0.11	0.23	0.08		0.09	c0.57	0.38	c0.24	c0.18		0.08	0.07
v/s Ratio Perm			0.19							0.05		
v/c Ratio	1.17	0.49	0.39		0.73	1.17	0.65	1.18	0.88	0.23	0.80	0.69
Uniform Delay, d1	72.2	30.1	12.2		67.6	41.0	21.9	63.8	61.9	53.3	70.4	69.6
Progression Factor	0.82	0.66	0.60		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	103.3	1.0	0.2		5.6	81.3	0.8	95.1	12.2	0.3	11.9	5.4
Delay (s)	162.5	20.7	7.5		73.2	122.3	22.7	158.9	74.1	53.6	82.3	75.0
Level of Service	F	C	A		E	F	C	F	E	D	F	E
Approach Delay (s)		50.3				86.2			113.7			30.6
Approach LOS		D				F			F			C

Intersection Summary			
HCM 2000 Control Delay	75.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	810
Future Volume (vph)	810
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	853
RTOR Reduction (vph)	0
Lane Group Flow (vph)	853
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.54
v/c Ratio	0.54
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	1.3
Delay (s)	1.3
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	2930	960	760	2050	0	0	0	0	670	0	220
Future Volume (vph)	0	2930	960	760	2050	0	0	0	0	670	0	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3084	1011	800	2158	0	0	0	0	705	0	232
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3084	1011	800	2158	0	0	0	0	705	0	232
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		95.0	180.0	35.0	137.0					30.0		180.0
Effective Green, g (s)		97.0	180.0	37.0	139.0					32.0		180.0
Actuated g/C Ratio		0.54	1.00	0.21	0.77					0.18		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		2687	1553	692	3851					598		1553
v/s Ratio Prot		c0.62		c0.24	0.43					c0.21		
v/s Ratio Perm			0.65									0.15
v/c Ratio		1.15	0.65	1.16	0.56					1.18		0.15
Uniform Delay, d1		41.5	0.0	71.5	8.2					74.0		0.0
Progression Factor		0.69	1.00	0.84	0.88					1.00		1.00
Incremental Delay, d2		67.0	0.2	83.7	0.5					97.0		0.2
Delay (s)		95.6	0.2	144.1	7.7					171.0		0.2
Level of Service		F	A	F	A					F		A
Approach Delay (s)		72.1			44.6			0.0			128.7	
Approach LOS		E			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	68.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑	↰↰↰	↱↱↱
Traffic Volume (vph)	3200	400	310	2320	490	1450
Future Volume (vph)	3200	400	310	2320	490	1450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	3556	421	326	2578	516	1526
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	3556	421	326	2578	516	1526
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	106.0	180.0	12.0	125.0	42.0	61.0
Effective Green, g (s)	108.0	180.0	14.0	127.0	44.0	58.0
Actuated g/C Ratio	0.60	1.00	0.08	0.71	0.24	0.32
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	3051	939	259	4521	1185	1130
v/s Ratio Prot	c0.70		0.10	0.40	0.11	c0.44
v/s Ratio Perm		0.45				
v/c Ratio	1.17	0.45	1.26	0.57	0.44	1.35
Uniform Delay, d1	36.0	0.0	83.0	13.1	57.5	61.0
Progression Factor	0.28	1.00	0.99	0.91	1.00	1.00
Incremental Delay, d2	74.9	0.1	138.7	0.4	0.3	163.6
Delay (s)	84.8	0.1	220.9	12.3	57.8	224.6
Level of Service	F	A	F	B	E	F
Approach Delay (s)	75.9			35.7	182.5	
Approach LOS	E			D	F	

Intersection Summary			
HCM 2000 Control Delay	87.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	3850	30	30	2200	40	20	20	20	20	20	50
Future Volume (vph)	30	3850	30	30	2200	40	20	20	20	20	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1817	1583		1703	
Flt Permitted	0.05	1.00	1.00	0.03	1.00	1.00		0.55	1.00		0.91	
Satd. Flow (perm)	88	5085	1583	51	5085	1794		1019	1583		1569	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	4278	33	33	2444	44	22	22	22	22	22	56
RTOR Reduction (vph)	0	0	6	0	0	8	0	0	20	0	30	0
Lane Group Flow (vph)	33	4278	27	33	2444	36	0	44	2	0	70	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	147.7	144.5	144.5	147.7	144.5	144.5		12.3	12.3		12.3	
Effective Green, g (s)	151.7	146.5	146.5	151.7	146.5	146.5		12.3	12.3		12.3	
Actuated g/C Ratio	0.84	0.81	0.81	0.84	0.81	0.81		0.07	0.07		0.07	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	122	4138	1288	92	4138	1460		69	108		107	
v/s Ratio Prot	0.01	c0.84		c0.01	0.48							
v/s Ratio Perm	0.22		0.02	0.29		0.02		0.04	0.00		c0.04	
v/c Ratio	0.27	1.03	0.02	0.36	0.59	0.02		0.64	0.01		0.66	
Uniform Delay, d1	5.4	16.8	3.2	59.7	6.0	3.2		81.7	78.2		81.8	
Progression Factor	1.00	1.00	1.00	1.37	0.82	1.44		1.00	1.00		1.00	
Incremental Delay, d2	0.4	23.7	0.0	0.8	0.6	0.0		13.3	0.0		10.5	
Delay (s)	5.9	40.5	3.2	82.3	5.4	4.6		95.0	78.2		92.3	
Level of Service	A	D	A	F	A	A		F	E		F	
Approach Delay (s)		40.0			6.4			89.4			92.3	
Approach LOS		D			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	4580	40	30	2560	30	40	30	50	0	0	30
Future Volume (vph)	30	4580	40	30	2560	30	40	30	50	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.91				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1770	5085	1583	1770	5077		1770	1687				1611
Flt Permitted	0.03	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	59	5085	1583	1770	5077		1770	1687				1611
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	5089	44	33	2844	33	44	33	56	0	0	33
RTOR Reduction (vph)	0	0	7	0	1	0	0	28	0	0	0	0
Lane Group Flow (vph)	33	5089	37	33	2876	0	44	61	0	0	0	33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	150.8	150.8	150.8	3.2	161.0		6.0	6.0				180.0
Effective Green, g (s)	152.8	152.8	152.8	5.2	163.0		6.0	6.0				180.0
Actuated g/C Ratio	0.85	0.85	0.85	0.03	0.91		0.03	0.03				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	50	4316	1343	51	4597		59	56				1611
v/s Ratio Prot		c1.00		0.02	c0.57		0.02	c0.04				
v/s Ratio Perm	0.56		0.02									0.02
v/c Ratio	0.66	1.18	0.03	0.65	0.63		0.75	1.09				0.02
Uniform Delay, d1	4.7	13.6	2.1	86.5	1.9		86.2	87.0				0.0
Progression Factor	0.40	0.41	0.29	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	6.1	80.8	0.0	19.2	0.7		35.5	147.0				0.0
Delay (s)	7.9	86.4	0.6	105.7	2.5		121.8	234.0				0.0
Level of Service	A	F	A	F	A		F	F				A
Approach Delay (s)		85.2			3.7			196.9			0.0	
Approach LOS		F			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	57.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	1650	620	1320	3520	0	0	0	0	340	0	370
Future Volume (vph)	0	1650	620	1320	3520	0	0	0	0	340	0	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1737	653	1389	3705	0	0	0	0	358	0	389
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1737	653	1389	3705	0	0	0	0	358	0	389
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		46.0	130.0	52.0	105.0					12.0		130.0
Effective Green, g (s)		48.0	130.0	54.0	107.0					14.0		130.0
Actuated g/C Ratio		0.37	1.00	0.42	0.82					0.11		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		1841	1553	1398	4105					362		1553
v/s Ratio Prot		0.35		c0.41	c0.74					c0.11		
v/s Ratio Perm			0.42									0.25
v/c Ratio		0.94	0.42	0.99	0.90					0.99		0.25
Uniform Delay, d1		39.7	0.0	37.8	7.9					57.9		0.0
Progression Factor		0.93	1.00	0.69	0.76					1.00		1.00
Incremental Delay, d2		9.6	0.7	12.2	1.3					43.9		0.4
Delay (s)		46.3	0.7	38.5	7.4					101.8		0.4
Level of Service		D	A	D	A					F		A
Approach Delay (s)		33.8			15.8			0.0			49.0	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑	↰↰↰	↱↱↱
Traffic Volume (vph)	1700	290	600	3960	880	840
Future Volume (vph)	1700	290	600	3960	880	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	1889	305	632	4400	926	884
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1889	305	632	4400	926	884
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	57.6	130.0	27.4	92.0	25.0	59.4
Effective Green, g (s)	59.6	130.0	29.4	94.0	27.0	56.4
Actuated g/C Ratio	0.46	1.00	0.23	0.72	0.21	0.43
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	2331	939	754	4633	1006	1521
v/s Ratio Prot	0.37		0.19	c0.69	c0.19	0.25
v/s Ratio Perm		0.32				
v/c Ratio	0.81	0.32	0.84	0.95	0.92	0.58
Uniform Delay, d1	30.3	0.0	48.0	15.9	50.4	27.9
Progression Factor	0.09	1.00	0.76	0.30	1.00	1.00
Incremental Delay, d2	1.5	0.5	0.8	0.6	13.2	0.6
Delay (s)	4.2	0.5	37.1	5.4	63.6	28.4
Level of Service	A	A	D	A	E	C
Approach Delay (s)	3.7			9.4	46.4	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	2190	30	30	3840	20	40	20	60	20	20	50
Future Volume (vph)	30	2190	30	30	3840	20	40	20	60	20	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1803	1583		1703	
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00		0.61	1.00		0.91	
Satd. Flow (perm)	75	5085	1583	82	5085	1794		1140	1583		1559	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	2433	33	33	4267	22	44	22	67	22	22	56
RTOR Reduction (vph)	0	0	8	0	0	5	0	0	62	0	46	0
Lane Group Flow (vph)	33	2433	25	33	4267	17	0	66	5	0	54	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	99.5	97.1	97.1	99.5	97.1	97.1		10.5	10.5		10.5	
Effective Green, g (s)	103.5	99.1	99.1	103.5	99.1	99.1		10.5	10.5		10.5	
Actuated g/C Ratio	0.80	0.76	0.76	0.80	0.76	0.76		0.08	0.08		0.08	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	117	3876	1206	122	3876	1367		92	127		125	
v/s Ratio Prot	c0.01	0.48		0.01	c0.84							
v/s Ratio Perm	0.21		0.02	0.21		0.01		c0.06	0.00		0.03	
v/c Ratio	0.28	0.63	0.02	0.27	1.10	0.01		0.72	0.04		0.43	
Uniform Delay, d1	38.2	7.0	3.7	6.3	15.5	3.7		58.3	55.1		56.9	
Progression Factor	1.00	1.00	1.00	1.29	0.84	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	0.8	0.0	0.3	48.2	0.0		19.8	0.1		0.9	
Delay (s)	38.6	7.8	3.8	8.4	61.1	3.7		78.1	55.2		57.8	
Level of Service	D	A	A	A	E	A		E	E		E	
Approach Delay (s)		8.2			60.4			66.5			57.8	
Approach LOS		A			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	2410	80	60	4160	50	370	30	140	0	0	30
Future Volume (vph)	50	2410	80	60	4160	50	370	30	140	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1736	4988	1553	1736	4979		1736	1602				1580
Flt Permitted	0.05	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	88	4988	1553	1736	4979		1736	1602				1580
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	2537	84	63	4379	53	389	32	147	0	0	32
RTOR Reduction (vph)	0	0	30	0	1	0	0	55	0	0	0	0
Lane Group Flow (vph)	53	2537	54	63	4431	0	389	124	0	0	0	32
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	81.0	81.0	81.0	4.0	92.0		25.0	25.0				130.0
Effective Green, g (s)	83.0	83.0	83.0	6.0	94.0		25.0	25.0				130.0
Actuated g/C Ratio	0.64	0.64	0.64	0.05	0.72		0.19	0.19				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	56	3184	991	80	3600		333	308				1580
v/s Ratio Prot		0.51		0.04	c0.89		c0.22	0.08				
v/s Ratio Perm	0.60		0.03									0.02
v/c Ratio	0.95	0.80	0.05	0.79	1.23		1.17	0.40				0.02
Uniform Delay, d1	21.5	17.3	8.8	61.4	18.0		52.5	46.0				0.0
Progression Factor	0.54	0.55	0.75	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	85.9	1.5	0.1	36.3	106.5		103.2	0.3				0.0
Delay (s)	97.6	11.1	6.7	97.6	124.5		155.7	46.3				0.0
Level of Service	F	B	A	F	F		F	D				A
Approach Delay (s)		12.7			124.1			121.2			0.0	
Approach LOS		B			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	85.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	111.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	2490	70	50	2790	70	50	40	90	50	60	180
Future Volume (vph)	230	2490	70	50	2790	70	50	40	90	50	60	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6384			1812	1583		1692	
Flt Permitted	0.05	1.00		0.95	1.00			0.35	1.00		0.92	
Satd. Flow (perm)	101	3610		1770	6384			661	1583		1563	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	256	2767	78	56	3100	78	56	44	100	56	67	200
RTOR Reduction (vph)	0	36	0	0	3	0	0	0	87	0	3	0
Lane Group Flow (vph)	256	2809	0	56	3175	0	0	100	13	0	320	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	71.8	71.8		3.2	82.0			14.0	14.0		14.0	
Effective Green, g (s)	73.8	73.8		5.2	84.0			14.0	14.0		14.0	
Actuated g/C Ratio	0.67	0.67		0.05	0.76			0.13	0.13		0.13	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	67	2421		83	4875			84	201		198	
v/s Ratio Prot				0.03	c0.50							
v/s Ratio Perm	c2.54	0.78						0.15	0.01		c0.20	
v/c Ratio	3.82	1.16		0.67	0.65			1.19	0.06		1.61	
Uniform Delay, d1	18.1	18.1		51.6	6.1			48.0	42.2		48.0	
Progression Factor	0.36	0.30		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	1288.8	75.0		19.5	0.7			158.3	0.0		298.3	
Delay (s)	1295.3	80.4		71.1	6.8			206.3	42.3		346.3	
Level of Service	F	F		E	A			F	D		F	
Approach Delay (s)					7.9			124.3			346.3	
Approach LOS					A			F			F	

Intersection Summary			
HCM 2000 Control Delay	105.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	540	1830	40	40	1970	1010	50	30	40	920	10	800
Future Volume (vph)	540	1830	40	40	1970	1010	50	30	40	920	10	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.91	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	6325		1752	5036	2707	1665	1617	1490	1633	1639	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	6325		1752	5036	2707	1665	1617	1490	1633	1639	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	568	2033	44	44	2189	1063	56	32	44	968	11	842
RTOR Reduction (vph)	0	3	0	0	0	0	0	3	38	0	0	0
Lane Group Flow (vph)	568	2074	0	44	2189	1063	45	44	2	494	485	842
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	14.4	46.6		4.0	36.2	110.0	4.8	4.8	4.8	26.6	26.6	110.0
Effective Green, g (s)	16.4	48.6		6.0	38.2	110.0	6.8	6.8	6.8	28.6	28.6	110.0
Actuated g/C Ratio	0.15	0.44		0.05	0.35	1.00	0.06	0.06	0.06	0.26	0.26	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	497	2794		95	1748	2707	102	99	92	424	426	2707
v/s Ratio Prot	c0.17	0.33		0.03	c0.43		0.03	0.03		c0.30	0.30	
v/s Ratio Perm						c0.39			0.00			0.31
v/c Ratio	1.14	0.74		0.46	1.25	0.39	0.44	0.45	0.03	1.17	1.14	0.31
Uniform Delay, d1	46.8	25.5		50.4	35.9	0.0	49.8	49.8	48.5	40.7	40.7	0.0
Progression Factor	0.76	0.35		0.92	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	76.0	0.9		0.9	116.9	0.3	1.1	1.2	0.0	97.2	87.2	0.3
Delay (s)	111.4	9.7		47.1	146.7	0.3	50.9	51.0	48.5	137.9	127.9	0.3
Level of Service	F	A		D	F	A	D	D	D	F	F	A
Approach Delay (s)		31.6			98.1			50.2			71.6	
Approach LOS		C			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	68.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1580	210	590	2140	90	290	110	720	110	50	20
Future Volume (vph)	10	1580	210	590	2140	90	290	110	720	110	50	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	5055		1770	1572	1504	3433	1784	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	5055		1770	1572	1504	3433	1784	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	1756	233	656	2378	100	322	122	800	122	56	22
RTOR Reduction (vph)	0	0	174	0	4	0	0	93	58	0	13	0
Lane Group Flow (vph)	11	1756	59	656	2474	0	322	381	390	122	65	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	26.0	26.0	26.5	51.7		23.9	25.4	51.9	4.1	5.6	
Effective Green, g (s)	2.8	28.0	28.0	28.5	53.7		23.9	25.4	51.9	4.1	5.6	
Actuated g/C Ratio	0.03	0.25	0.25	0.26	0.49		0.22	0.23	0.47	0.04	0.05	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	45	1631	402	889	2467		384	362	709	127	90	
v/s Ratio Prot	0.01	0.27		c0.19	c0.49		c0.18	c0.24	0.13	0.04	0.04	
v/s Ratio Perm			0.04						0.13			
v/c Ratio	0.24	1.08	0.15	0.74	1.00		0.84	1.05	0.55	0.96	0.72	
Uniform Delay, d1	52.6	41.0	31.8	37.3	28.1		41.2	42.3	20.7	52.9	51.4	
Progression Factor	1.00	1.00	1.00	0.65	0.23		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	46.1	0.8	1.2	12.2		14.1	61.7	0.5	67.1	20.3	
Delay (s)	53.6	87.1	32.5	25.3	18.8		55.3	104.0	21.3	119.9	71.7	
Level of Service	D	F	C	C	B		E	F	C	F	E	
Approach Delay (s)		80.5			20.2			61.6			101.1	
Approach LOS		F			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	48.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1440	60	50	4490	60	80	60	60	90	40	290
Future Volume (vph)	120	1440	60	50	4490	60	80	60	60	90	40	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6395			1811	1583		1671	
Flt Permitted	0.07	1.00		0.95	1.00			0.36	1.00		0.84	
Satd. Flow (perm)	125	3610		1770	6395			669	1583		1425	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	1600	67	56	4989	67	89	67	67	100	44	322
RTOR Reduction (vph)	0	48	0	0	2	0	0	0	55	0	0	0
Lane Group Flow (vph)	133	1619	0	56	5054	0	0	156	12	0	466	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	57.8	57.8		3.2	68.0			18.0	18.0		18.0	
Effective Green, g (s)	59.8	59.8		5.2	70.0			18.0	18.0		18.0	
Actuated g/C Ratio	0.60	0.60		0.05	0.70			0.18	0.18		0.18	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	74	2158		92	4476			120	284		256	
v/s Ratio Prot				0.03	c0.79							
v/s Ratio Perm	c1.07	0.45						0.23	0.01		c0.33	
v/c Ratio	1.80	0.75		0.61	1.13			1.30	0.04		1.82	
Uniform Delay, d1	20.1	14.7		46.4	15.0			41.0	33.9		41.0	
Progression Factor	0.63	0.28		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	403.3	2.2		10.9	61.5			183.0	0.0		384.1	
Delay (s)	415.8	6.3		57.3	76.5			224.0	33.9		425.1	
Level of Service	F	A		E	E			F	C		F	
Approach Delay (s)					76.2			166.9			425.1	
Approach LOS					E			F			F	

Intersection Summary			
HCM 2000 Control Delay	90.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	113.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	1490	80	70	2180	2610	60	90	70	60	10	970
Future Volume (vph)	450	1490	80	70	2180	2610	60	90	70	60	10	970
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.91	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3335	6297		1752	5036	2707	1665	1628	1490	1633	1661	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3335	6297		1752	5036	2707	1665	1628	1490	1633	1661	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	474	1656	89	78	2422	2747	67	95	78	63	11	1021
RTOR Reduction (vph)	0	7	0	0	0	0	0	3	64	0	0	0
Lane Group Flow (vph)	474	1738	0	78	2422	2747	60	107	6	37	37	1021
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	13.6	54.8		6.4	47.6	100.0	6.0	6.0	6.0	4.8	4.8	100.0
Effective Green, g (s)	15.6	56.8		8.4	49.6	100.0	8.0	8.0	8.0	6.8	6.8	100.0
Actuated g/C Ratio	0.16	0.57		0.08	0.50	1.00	0.08	0.08	0.08	0.07	0.07	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	520	3576		147	2497	2707	133	130	119	111	112	2707
v/s Ratio Prot	0.14	0.28		0.04	0.48		0.04	0.07		0.02	0.02	
v/s Ratio Perm						c1.01			0.00			0.38
v/c Ratio	0.91	0.49		0.53	0.97	1.01	0.45	0.82	0.05	0.33	0.33	0.38
Uniform Delay, d1	41.5	12.9		43.9	24.5	50.0	43.9	45.3	42.5	44.4	44.4	0.0
Progression Factor	1.19	0.44		0.86	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.0	0.3		0.2	1.8	9.5	0.9	31.5	0.1	0.6	0.6	0.4
Delay (s)	62.5	5.9		38.1	20.3	59.5	44.8	76.8	42.5	45.1	45.1	0.4
Level of Service	E	A		D	C	E	D	E	D	D	D	A
Approach Delay (s)		18.0			41.1			58.8			3.4	
Approach LOS		B			D			E			A	

Intersection Summary			
HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1110	340	670	2450	90	390	100	710	200	110	50
Future Volume (vph)	40	1110	340	670	2450	90	390	100	710	200	110	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	5058		1770	1568	1504	3433	1775	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	5058		1770	1568	1504	3433	1775	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	1233	378	744	2722	100	433	111	789	222	122	56
RTOR Reduction (vph)	0	0	287	0	4	0	0	112	110	0	17	0
Lane Group Flow (vph)	44	1233	91	744	2818	0	433	346	332	222	161	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	2.4	22.2	22.2	25.8	45.6		18.0	18.0	43.8	6.0	6.0	
Effective Green, g (s)	4.4	24.2	24.2	27.8	47.6		18.0	18.0	43.8	6.0	6.0	
Actuated g/C Ratio	0.04	0.24	0.24	0.28	0.48		0.18	0.18	0.44	0.06	0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	77	1550	383	954	2407		318	282	658	205	106	
v/s Ratio Prot	0.02	c0.19		0.22	c0.56		c0.24	0.22	0.13	0.06	c0.09	
v/s Ratio Perm			0.06						0.09			
v/c Ratio	0.57	0.80	0.24	0.78	1.17		1.36	1.23	0.50	1.08	1.52	
Uniform Delay, d1	46.9	35.6	30.5	33.3	26.2		41.0	41.0	20.3	47.0	47.0	
Progression Factor	1.00	1.00	1.00	0.59	0.39		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.2	4.3	1.5	2.4	80.0		181.8	128.9	0.2	86.7	275.9	
Delay (s)	53.1	39.9	32.0	22.0	90.2		222.8	169.9	20.5	133.7	322.9	
Level of Service	D	D	C	C	F		F	F	C	F	F	
Approach Delay (s)		38.4			76.0			137.5			217.9	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	87.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Partial-Build 2040

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	0	460	0	0	0	0	1160	1690	590	1410	0
Future Volume (vph)	250	0	460	0	0	0	0	1160	1690	590	1410	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	263	0	484	0	0	0	0	1289	1779	621	1567	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	263	0	484	0	0	0	0	1289	1779	621	1567	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	6.4		80.0					36.1	80.0	16.5	59.6	
Effective Green, g (s)	8.4		80.0					38.1	80.0	18.5	61.6	
Actuated g/C Ratio	0.11		1.00					0.48	1.00	0.23	0.77	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	518		1568					3523	1568	786	3840	
v/s Ratio Prot	0.05							0.17		0.18	0.31	
v/s Ratio Perm			0.31						c1.13			
v/c Ratio	0.51		0.31					0.37	1.13	0.79	0.41	
Uniform Delay, d1	33.8		0.0					13.3	40.0	28.9	3.1	
Progression Factor	1.00		1.00					1.00	1.00	1.17	0.47	
Incremental Delay, d2	0.3		0.5					0.3	69.0	4.1	0.0	
Delay (s)	34.1		0.5					13.6	109.0	37.9	1.5	
Level of Service	C		A					B	F	D	A	
Approach Delay (s)		12.3			0.0			68.9			11.8	
Approach LOS		B			A			E			B	

Intersection Summary			
HCM 2000 Control Delay	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	830	0	370	590	820	0	0	1170	380
Future Volume (vph)	0	0	0	830	0	370	590	820	0	0	1170	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	874	0	389	621	911	0	0	1300	400
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	874	0	389	621	911	0	0	1300	400
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				15.8		80.0	16.5	50.2			26.7	80.0
Effective Green, g (s)				17.8		80.0	18.5	52.2			28.7	80.0
Actuated g/C Ratio				0.22		1.00	0.23	0.65			0.36	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1099		1568	786	3254			2654	1568
v/s Ratio Prot				c0.18			c0.18	0.18			c0.18	
v/s Ratio Perm						0.25						0.26
v/c Ratio				0.80		0.25	0.79	0.28			0.49	0.26
Uniform Delay, d1				29.4		0.0	28.9	5.9			20.0	0.0
Progression Factor				1.00		1.00	1.20	0.72			1.00	1.00
Incremental Delay, d2				3.8		0.4	4.8	0.0			0.6	0.4
Delay (s)				33.2		0.4	39.6	4.3			20.6	0.4
Level of Service				C		A	D	A			C	A
Approach Delay (s)		0.0			23.1			18.6			15.8	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	0	650	0	0	0	0	1140	910	290	2380	0
Future Volume (vph)	320	0	650	0	0	0	0	1140	910	290	2380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	337	0	684	0	0	0	0	1267	958	305	2644	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	337	0	684	0	0	0	0	1267	958	305	2644	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	7.1		80.0					39.7	80.0	12.2	58.9	
Effective Green, g (s)	9.1		80.0					41.7	80.0	14.2	60.9	
Actuated g/C Ratio	0.11		1.00					0.52	1.00	0.18	0.76	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	562		1568					3856	1568	603	3797	
v/s Ratio Prot	0.07							0.17		0.09	c0.53	
v/s Ratio Perm			0.44						c0.61			
v/c Ratio	0.60		0.44					0.33	0.61	0.51	0.70	
Uniform Delay, d1	33.7		0.0					11.1	0.0	29.7	4.9	
Progression Factor	1.00		1.00					1.00	1.00	1.06	0.82	
Incremental Delay, d2	1.2		0.9					0.2	1.8	0.1	0.3	
Delay (s)	34.9		0.9					11.3	1.8	31.7	4.2	
Level of Service	C		A					B	A	C	A	
Approach Delay (s)		12.1			0.0			7.2			7.1	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1680	0	600	510	950	0	0	990	200
Future Volume (vph)	0	0	0	1680	0	600	510	950	0	0	990	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	1768	0	632	537	1056	0	0	1100	211
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1768	0	632	537	1056	0	0	1100	211
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				28.1		80.0	12.2	37.9			18.7	80.0
Effective Green, g (s)				30.1		80.0	14.2	39.9			20.7	80.0
Actuated g/C Ratio				0.38		1.00	0.18	0.50			0.26	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1859		1568	603	2487			1914	1568
v/s Ratio Prot				c0.36			c0.16	0.21			c0.15	
v/s Ratio Perm						0.40						0.13
v/c Ratio				0.95		0.40	0.89	0.42			0.57	0.13
Uniform Delay, d1				24.2		0.0	32.1	12.8			25.8	0.0
Progression Factor				1.00		1.00	1.16	1.14			1.00	1.00
Incremental Delay, d2				11.3		0.8	14.2	0.0			1.3	0.2
Delay (s)				35.5		0.8	51.4	14.6			27.1	0.2
Level of Service				D		A	D	B			C	A
Approach Delay (s)		0.0			26.4			27.0			22.8	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	440	140	160	3390	330	130	3300
Future Volume (vph)	440	140	160	3390	330	130	3300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	74	5085	1583	76	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	489	156	178	3767	367	144	3667
RTOR Reduction (vph)	0	38	0	0	116	0	0
Lane Group Flow (vph)	489	118	178	3767	251	144	3667
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	36.0	36.0	105.0	98.5	98.5	101.0	96.5
Effective Green, g (s)	36.0	36.0	109.0	100.5	100.5	105.0	98.5
Actuated g/C Ratio	0.22	0.22	0.68	0.63	0.63	0.66	0.62
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	398	356	140	3194	994	118	3130
v/s Ratio Prot	c0.28	0.07	c0.07	0.74		0.05	0.72
v/s Ratio Perm			c0.79		0.16	0.75	
v/c Ratio	1.23	0.33	1.27	1.18	0.25	1.22	1.17
Uniform Delay, d1	62.0	51.9	56.7	29.8	13.1	53.0	30.8
Progression Factor	1.00	1.00	1.41	0.45	0.04	1.00	1.00
Incremental Delay, d2	123.2	0.2	160.4	83.7	0.5	153.7	80.9
Delay (s)	185.2	52.1	240.2	97.1	1.0	206.6	111.7
Level of Service	F	D	F	F	A	F	F
Approach Delay (s)	153.0			94.8			115.3
Approach LOS	F			F			F

Intersection Summary			
HCM 2000 Control Delay	108.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2910	560	750	2750
Future Volume (vph)	0	0	2910	560	750	2750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	3233	589	833	2895
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3233	589	833	2895
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			105.3	160.0	39.7	160.0
Effective Green, g (s)			107.3	160.0	41.7	160.0
Actuated g/C Ratio			0.67	1.00	0.26	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			3410	1568	894	6346
v/s Ratio Prot			c0.64		c0.24	0.46
v/s Ratio Perm				0.38		
v/c Ratio			0.95	0.38	0.93	0.46
Uniform Delay, d1			23.8	0.0	57.8	0.0
Progression Factor			0.37	1.00	0.99	1.00
Incremental Delay, d2			0.8	0.1	13.1	0.2
Delay (s)			9.6	0.1	70.6	0.2
Level of Service			A	A	E	A
Approach Delay (s)	0.0		8.1			15.9
Approach LOS	A		A			B

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	350	3720	2810	1090
Future Volume (vph)	0	0	350	3720	2810	1090
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	389	3916	3122	1147
RTOR Reduction (vph)	0	0	0	0	0	5
Lane Group Flow (vph)	0	0	389	3916	3122	1142
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			19.5	160.0	125.5	125.5
Effective Green, g (s)			21.5	160.0	127.5	127.5
Actuated g/C Ratio			0.13	1.00	0.80	0.80
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			461	6346	4052	1249
v/s Ratio Prot			c0.11	0.62	0.61	
v/s Ratio Perm						c0.73
v/c Ratio			0.84	0.62	0.77	0.91
Uniform Delay, d1			67.6	0.0	8.6	12.2
Progression Factor			1.04	1.00	0.31	0.41
Incremental Delay, d2			9.6	0.3	0.1	1.3
Delay (s)			80.0	0.3	2.8	6.3
Level of Service			E	A	A	A
Approach Delay (s)	0.0			7.5	3.7	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	580	140	110	350	70	240	70	2650	220	140	2510	100
Future Volume (vph)	580	140	110	350	70	240	70	2650	220	140	2510	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	644	156	122	389	78	267	78	2944	244	156	2789	111
RTOR Reduction (vph)	0	78	0	0	0	207	0	0	32	0	0	17
Lane Group Flow (vph)	644	200	0	389	78	60	78	2944	212	156	2789	94
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	44.0	12.6		37.4	6.0	6.0	5.0	73.5	110.9	9.5	78.0	122.0
Effective Green, g (s)	44.0	12.6		37.4	6.0	6.0	7.0	75.5	114.9	11.5	80.0	126.0
Actuated g/C Ratio	0.28	0.08		0.23	0.04	0.04	0.04	0.47	0.72	0.07	0.50	0.79
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	486	260		413	69	59	77	2399	1136	127	2542	1286
v/s Ratio Prot	c0.36	c0.06		0.22	0.04		0.04	c0.58	0.05	0.09	c0.55	0.02
v/s Ratio Perm						0.04			0.09			0.04
v/c Ratio	1.33	0.77		0.94	1.13	1.02	1.01	1.23	0.19	1.23	1.10	0.07
Uniform Delay, d1	58.0	72.3		60.2	77.0	77.0	76.5	42.2	7.3	74.2	40.0	3.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.68	0.32
Incremental Delay, d2	160.1	11.6		29.6	148.2	122.3	106.2	106.1	0.0	150.5	50.1	0.0
Delay (s)	218.1	83.8		89.8	225.2	199.3	182.7	148.4	7.4	231.2	77.4	1.2
Level of Service	F	F		F	F	F	F	F	A	F	E	A
Approach Delay (s)		177.6			144.0			138.7			82.5	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	122.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	320	140	120	3690	200	150	3280
Future Volume (vph)	320	140	120	3690	200	150	3280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	68	5085	1583	68	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	356	156	133	4100	222	167	3644
RTOR Reduction (vph)	0	44	0	0	64	0	0
Lane Group Flow (vph)	356	112	133	4100	158	167	3644
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	26.0	26.0	113.2	107.5	107.5	112.8	107.3
Effective Green, g (s)	26.0	26.0	117.2	109.5	109.5	116.8	109.3
Actuated g/C Ratio	0.16	0.16	0.73	0.68	0.68	0.73	0.68
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	287	257	131	3480	1083	129	3473
v/s Ratio Prot	c0.20	0.07	0.05	0.81		c0.06	0.72
v/s Ratio Perm			0.69		0.10	c0.88	
v/c Ratio	1.24	0.43	1.02	1.18	0.15	1.29	1.05
Uniform Delay, d1	67.0	60.4	58.8	25.2	8.9	58.6	25.4
Progression Factor	1.00	1.00	1.34	1.03	0.34	1.00	1.00
Incremental Delay, d2	134.3	0.4	74.6	82.8	0.2	178.2	30.2
Delay (s)	201.3	60.8	153.4	108.8	3.3	236.7	55.6
Level of Service	F	E	F	F	A	F	E
Approach Delay (s)	158.5			104.9			63.5
Approach LOS	F			F			E

Intersection Summary			
HCM 2000 Control Delay	90.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2580	320	310	3620
Future Volume (vph)	0	0	2580	320	310	3620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	2867	337	344	3811
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2867	337	344	3811
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			124.7	160.0	20.3	160.0
Effective Green, g (s)			126.7	160.0	22.3	160.0
Actuated g/C Ratio			0.79	1.00	0.14	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			4026	1568	478	6346
v/s Ratio Prot			c0.56		0.10	0.60
v/s Ratio Perm				0.21		
v/c Ratio			0.71	0.21	0.72	0.60
Uniform Delay, d1			7.9	0.0	65.9	0.0
Progression Factor			0.33	1.00	1.10	1.00
Incremental Delay, d2			0.1	0.0	3.5	0.3
Delay (s)			2.7	0.0	75.9	0.3
Level of Service			A	A	E	A
Approach Delay (s)	0.0		2.4			6.6
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	360	3900	2860	860
Future Volume (vph)	0	0	360	3900	2860	860
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	400	4105	3178	905
RTOR Reduction (vph)	0	0	0	0	0	11
Lane Group Flow (vph)	0	0	400	4105	3178	894
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			22.3	160.0	122.7	122.7
Effective Green, g (s)			24.3	160.0	124.7	124.7
Actuated g/C Ratio			0.15	1.00	0.78	0.78
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			521	6346	3963	1222
v/s Ratio Prot			0.12	0.65	c0.62	
v/s Ratio Perm						0.57
v/c Ratio			0.77	0.65	0.80	0.73
Uniform Delay, d1			65.1	0.0	10.4	9.1
Progression Factor			0.94	1.00	0.43	0.40
Incremental Delay, d2			5.6	0.5	0.2	0.4
Delay (s)			66.7	0.5	4.6	4.0
Level of Service			E	A	A	A
Approach Delay (s)	0.0			6.4	4.5	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3100	320
Future Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3100	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	244	78	67	300	211	178	133	2800	289	222	3444	356
RTOR Reduction (vph)	0	64	0	0	0	161	0	0	25	0	0	21
Lane Group Flow (vph)	244	81	0	300	211	17	133	2800	264	222	3444	335
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	18.0	6.0		27.0	15.0	15.0	8.5	82.9	109.9	17.1	91.5	109.5
Effective Green, g (s)	18.0	6.0		27.0	15.0	15.0	10.5	84.9	113.9	19.1	93.5	113.5
Actuated g/C Ratio	0.11	0.04		0.17	0.09	0.09	0.07	0.53	0.71	0.12	0.58	0.71
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	199	123		298	174	148	116	2698	1126	211	2971	1122
v/s Ratio Prot	c0.14	0.02		c0.17	0.11		0.08	c0.55	0.04	0.13	c0.68	0.04
v/s Ratio Perm						0.01			0.12			0.17
v/c Ratio	1.23	0.65		1.01	1.21	0.11	1.15	1.04	0.23	1.05	1.16	0.30
Uniform Delay, d1	71.0	76.0		66.5	72.5	66.4	74.8	37.5	8.0	70.5	33.2	8.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.79	0.72
Incremental Delay, d2	137.9	9.2		53.8	136.9	0.1	128.3	28.1	0.0	70.8	75.1	0.0
Delay (s)	208.9	85.1		120.3	209.4	66.5	203.1	65.7	8.0	133.0	101.4	6.2
Level of Service	F	F		F	F	E	F	E	A	F	F	A
Approach Delay (s)		162.8			133.7			66.2			94.7	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	90.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	290	0	570	430	2990	0	0	2460	680	0	0
Future Volume (vph)	290	0	570	430	2990	0	0	2460	680	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.94		0.88	0.97	0.91			0.81	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	4942		2760	3400	4988			7399	1568		
Flt Permitted	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	4942		2760	3400	4988			7399	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	305	0	600	453	3322	0	0	2733	716	0	0
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	269	0	0
Lane Group Flow (vph)	305	0	480	453	3322	0	0	2733	447	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	Prot	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases									6		
Actuated Green, G (s)	19.5		19.5	19.0	78.5			53.5	53.5		
Effective Green, g (s)	21.5		21.5	21.0	80.5			55.5	55.5		
Actuated g/C Ratio	0.20		0.20	0.19	0.73			0.50	0.50		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	965		539	649	3650			3733	791		
v/s Ratio Prot	0.06		c0.17	0.13	c0.67			0.37			
v/s Ratio Perm									0.29		
v/c Ratio	0.32		0.89	0.70	0.91			0.73	0.57		
Uniform Delay, d1	37.9		43.1	41.5	11.8			21.4	18.9		
Progression Factor	1.00		1.00	0.67	1.39			0.40	0.20		
Incremental Delay, d2	0.1		16.4	1.3	2.0			0.1	0.3		
Delay (s)	38.0		59.5	29.1	18.4			8.7	4.0		
Level of Service	D		E	C	B			A	A		
Approach Delay (s)		52.3			19.7			7.8		0.0	
Approach LOS		D			B			A		A	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	720	0	320	0	0	0	0	2700	460	670	2080	0
Future Volume (vph)	720	0	320	0	0	0	0	2700	460	670	2080	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	758	0	337	0	0	0	0	3000	484	705	2311	0
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	139	0	0	0
Lane Group Flow (vph)	758	0	217	0	0	0	0	3000	345	705	2311	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2			
Actuated Green, G (s)	19.5		19.5					49.1	49.1	23.4	78.5	
Effective Green, g (s)	21.5		21.5					51.1	51.1	25.4	80.5	
Actuated g/C Ratio	0.20		0.20					0.46	0.46	0.23	0.73	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	965		306					3437	728	785	3650	
v/s Ratio Prot	c0.15		0.14					c0.41		c0.21	0.46	
v/s Ratio Perm									0.22			
v/c Ratio	0.79		0.71					0.87	0.47	0.90	0.63	
Uniform Delay, d1	42.1		41.3					26.5	20.2	41.0	7.4	
Progression Factor	1.00		1.00					0.18	0.02	0.97	0.37	
Incremental Delay, d2	3.9		6.0					0.3	0.2	9.6	0.2	
Delay (s)	46.0		47.4					5.1	0.7	49.3	2.9	
Level of Service	D		D					A	A	D	A	
Approach Delay (s)		46.4			0.0			4.5			13.8	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Future Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	33	344	433	44	100	244	3578	133	67	2711	100
RTOR Reduction (vph)	0	0	135	0	0	93	0	0	56	0	0	46
Lane Group Flow (vph)	233	33	209	433	44	7	244	3578	77	67	2711	54
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	13.7	10.0	10.0	11.0	7.3	7.3	7.2	61.8	61.8	3.2	57.8	57.8
Effective Green, g (s)	13.7	10.0	10.0	11.0	7.3	7.3	9.2	63.8	63.8	5.2	59.8	59.8
Actuated g/C Ratio	0.12	0.09	0.09	0.10	0.07	0.07	0.08	0.58	0.58	0.05	0.54	0.54
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	419	166	141	336	121	103	281	2893	900	159	2711	844
v/s Ratio Prot	c0.07	0.02		c0.13	0.02		c0.07	c0.72		0.02	0.54	
v/s Ratio Perm			c0.13			0.00			0.05			0.04
v/c Ratio	0.56	0.20	1.48	1.29	0.36	0.06	0.87	1.24	0.09	0.42	1.00	0.06
Uniform Delay, d1	45.3	46.3	50.0	49.5	49.1	48.1	49.8	23.1	10.2	50.9	25.1	11.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	2.03	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.2	249.6	150.5	0.7	0.1	11.0	107.9	0.1	0.7	17.3	0.1
Delay (s)	46.9	46.5	299.6	200.0	49.8	48.2	64.1	132.7	20.8	51.6	42.4	12.0
Level of Service	D	D	F	F	D	D	E	F	C	D	D	B
Approach Delay (s)		189.4			162.3			124.7			41.5	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	102.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	250	290	280	230	550	160	2240	160	190	2060	150
Future Volume (vph)	370	250	290	280	230	550	160	2240	160	190	2060	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95		0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	3192		3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	3192		3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	411	278	322	311	256	611	178	2489	178	211	2289	167
RTOR Reduction (vph)	0	192	0	0	0	361	0	0	121	0	0	114
Lane Group Flow (vph)	411	408	0	311	256	250	178	2489	57	211	2289	53
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.0	8.0		8.0	10.0	10.0	4.0	33.0	33.0	4.0	33.0	33.0
Effective Green, g (s)	9.0	8.0		8.0	10.0	10.0	6.0	35.0	35.0	6.0	35.0	35.0
Actuated g/C Ratio	0.08	0.07		0.07	0.09	0.09	0.05	0.32	0.32	0.05	0.32	0.32
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	275	232		244	166	141	183	1587	494	183	1587	494
v/s Ratio Prot	c0.12	c0.13		c0.09	0.14		0.05	c0.50		0.06	c0.46	
v/s Ratio Perm						c0.16			0.04			0.03
v/c Ratio	1.49	1.76		1.27	1.54	1.77	0.97	1.57	0.11	1.15	1.44	0.11
Uniform Delay, d1	50.5	51.0		51.0	50.0	50.0	51.9	37.5	26.5	52.0	37.5	26.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.75	1.00
Incremental Delay, d2	240.8	358.6		151.5	271.7	375.3	58.0	258.9	0.5	105.5	201.8	0.3
Delay (s)	291.3	409.6		202.5	321.7	425.3	109.9	296.4	27.0	148.5	229.9	26.8
Level of Service	F	F		F	F	F	F	F	C	F	F	C
Approach Delay (s)		361.5			344.0			267.8			210.7	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	272.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	460	0	670	300	2470	0	0	2820	740	0	0
Future Volume (vph)	460	0	670	300	2470	0	0	2820	740	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.94		0.88	0.97	0.91			0.81	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	4942		2760	3400	4988			7399	1568		
Flt Permitted	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	4942		2760	3400	4988			7399	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	484	0	705	316	2744	0	0	3133	779	0	0
RTOR Reduction (vph)	0	0	122	0	0	0	0	0	278	0	0
Lane Group Flow (vph)	484	0	583	316	2744	0	0	3133	501	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	Prot	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases									6		
Actuated Green, G (s)	23.5		23.5	8.7	64.5			49.8	49.8		
Effective Green, g (s)	25.5		25.5	10.7	66.5			51.8	51.8		
Actuated g/C Ratio	0.26		0.26	0.11	0.66			0.52	0.52		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	1260		703	363	3317			3832	812		
v/s Ratio Prot	0.10		c0.21	0.09	c0.55			0.42			
v/s Ratio Perm									0.32		
v/c Ratio	0.38		0.83	0.87	0.83			0.82	0.62		
Uniform Delay, d1	30.8		35.2	44.0	12.5			20.1	17.1		
Progression Factor	1.00		1.00	1.01	1.10			0.28	0.41		
Incremental Delay, d2	0.1		7.6	14.4	1.2			0.2	0.3		
Delay (s)	30.8		42.8	59.0	15.0			5.9	7.3		
Level of Service	C		D	E	B			A	A		
Approach Delay (s)		37.9			19.5			6.2		0.0	
Approach LOS		D			B			A		A	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	660	0	450	0	0	0	0	2110	270	590	2690	0
Future Volume (vph)	660	0	450	0	0	0	0	2110	270	590	2690	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	695	0	474	0	0	0	0	2344	284	621	2989	0
RTOR Reduction (vph)	0	0	122	0	0	0	0	0	113	0	0	0
Lane Group Flow (vph)	695	0	352	0	0	0	0	2344	171	621	2989	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2			
Actuated Green, G (s)	23.5		23.5					39.7	39.7	18.8	64.5	
Effective Green, g (s)	25.5		25.5					41.7	41.7	20.8	66.5	
Actuated g/C Ratio	0.26		0.26					0.42	0.42	0.21	0.66	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	1260		399					3085	653	707	3317	
v/s Ratio Prot	0.14		c0.22					0.32		0.18	c0.60	
v/s Ratio Perm									0.11			
v/c Ratio	0.55		0.88					0.76	0.26	0.88	0.90	
Uniform Delay, d1	32.3		35.8					24.9	19.1	38.4	14.0	
Progression Factor	1.00		1.00					0.09	0.03	1.54	0.75	
Incremental Delay, d2	0.3		19.3					0.2	0.1	7.8	2.4	
Delay (s)	32.6		55.1					2.3	0.6	66.7	13.0	
Level of Service	C		E					A	A	E	B	
Approach Delay (s)		41.7			0.0			2.1			22.2	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Future Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	44	200	256	56	56	356	2800	333	78	3500	111
RTOR Reduction (vph)	0	0	188	0	0	53	0	0	61	0	0	46
Lane Group Flow (vph)	122	44	12	256	56	3	356	2800	272	78	3500	65
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.4	6.0	6.0	6.2	4.8	4.8	7.2	60.6	60.6	3.2	56.6	56.6
Effective Green, g (s)	7.4	6.0	6.0	6.2	4.8	4.8	9.2	62.6	62.6	5.2	58.6	58.6
Actuated g/C Ratio	0.07	0.06	0.06	0.06	0.05	0.05	0.09	0.63	0.63	0.05	0.59	0.59
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	249	109	93	208	87	74	309	3122	972	175	2922	910
v/s Ratio Prot	c0.04	0.02		c0.08	0.03		c0.11	0.56		0.02	c0.70	
v/s Ratio Perm			0.01			0.00			0.17			0.04
v/c Ratio	0.49	0.40	0.13	1.23	0.64	0.04	1.15	0.90	0.28	0.45	1.20	0.07
Uniform Delay, d1	44.5	45.3	44.5	46.9	46.8	45.4	45.4	15.9	8.5	46.0	20.7	8.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.30	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.9	0.2	138.5	11.6	0.1	87.5	2.6	0.4	0.7	92.6	0.0
Delay (s)	46.0	46.2	44.8	185.4	58.3	45.5	132.9	18.7	11.4	46.7	113.3	9.0
Level of Service	D	D	D	F	E	D	F	B	B	D	F	A
Approach Delay (s)		45.3			144.7			29.7			108.8	
Approach LOS		D			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	72.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	170	180	160	150	230	310	1920	220	390	2330	420
Future Volume (vph)	230	170	180	160	150	230	310	1920	220	390	2330	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95		0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	3203		3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	3203		3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	256	189	200	178	167	256	344	2133	244	433	2589	467
RTOR Reduction (vph)	0	188	0	0	0	238	0	0	163	0	0	204
Lane Group Flow (vph)	256	201	0	178	167	18	344	2133	81	433	2589	263
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	6.0	6.0		6.0	7.0	7.0	6.0	31.0	31.0	6.0	31.0	31.0
Effective Green, g (s)	6.0	6.0		6.0	7.0	7.0	8.0	33.0	33.0	8.0	33.0	33.0
Actuated g/C Ratio	0.06	0.06		0.06	0.07	0.07	0.08	0.33	0.33	0.08	0.33	0.33
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	202	192		202	127	108	269	1646	512	269	1646	512
v/s Ratio Prot	c0.08	c0.06		c0.05	c0.09		0.10	c0.43		0.13	c0.52	
v/s Ratio Perm						0.01			0.05			0.17
v/c Ratio	1.27	1.05		0.88	1.31	0.17	1.28	1.30	0.16	1.61	1.57	0.51
Uniform Delay, d1	47.0	47.0		46.6	46.5	43.8	46.0	33.5	23.7	46.0	33.5	27.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.12	1.42
Incremental Delay, d2	153.4	77.8		32.3	186.7	0.3	151.0	137.8	0.7	281.8	259.1	1.6
Delay (s)	200.4	124.8		78.9	233.2	44.0	197.0	171.3	24.3	331.8	296.6	40.1
Level of Service	F	F		E	F	D	F	F	C	F	F	D
Approach Delay (s)		154.8			106.9			161.3			266.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	205.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1915	190	340	1380	465	100	140	240	40	10	25
Future Volume (vph)	290	1915	190	340	1380	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5016		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5016		3433	5085	1583	3433	1863	1583	1681	1719	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	2082	207	370	1500	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	6	0	0	0	89	0	0	90	0	0	20
Lane Group Flow (vph)	315	2283	0	370	1500	416	109	152	171	27	27	7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	31.8	92.0		19.2	79.4	87.2	16.0	16.0	35.2	7.8	7.8	39.6
Effective Green, g (s)	33.8	94.0		21.2	81.4	91.2	16.0	16.0	35.2	7.8	7.8	39.6
Actuated g/C Ratio	0.21	0.59		0.13	0.51	0.57	0.10	0.10	0.22	0.05	0.05	0.25
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	373	2946		454	2586	902	343	186	348	81	83	391
v/s Ratio Prot	c0.18	c0.46		c0.11	0.29	c0.03	0.03	c0.08	0.06	0.02	0.02	0.00
v/s Ratio Perm						0.23			0.05			0.00
v/c Ratio	0.84	0.77		0.81	0.58	0.46	0.32	0.82	0.49	0.33	0.33	0.02
Uniform Delay, d1	60.6	25.0		67.5	27.4	20.1	66.9	70.6	54.6	73.6	73.6	45.5
Progression Factor	1.00	1.00		0.85	0.77	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.3	2.1		8.6	0.8	0.1	0.2	22.4	0.4	0.9	0.8	0.0
Delay (s)	75.9	27.0		65.7	21.9	15.1	67.1	92.9	55.0	74.5	74.4	45.5
Level of Service	E	C		E	C	B	E	F	D	E	E	D
Approach Delay (s)		33.0			27.3			68.6			64.8	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1345	850	0	1375	0	610	0	810	0	0
Future Volume (vph)	0	1345	850	0	1375	0	610	0	810	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1462	895	0	1495	0	642	0	853	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1462	895	0	1495	0	642	0	853	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		79.0		68.0		68.0		
Effective Green, g (s)		160.0	160.0		81.0		70.0		70.0		
Actuated g/C Ratio		1.00	1.00		0.51		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		2574		774		1219		
v/s Ratio Prot		0.29			0.29		c0.36		0.31		
v/s Ratio Perm			c0.57								
v/c Ratio		0.29	0.57		0.58		0.83		0.70		
Uniform Delay, d1		0.0	0.0		27.6		39.7		36.5		
Progression Factor		1.00	1.00		0.48		1.00		1.00		
Incremental Delay, d2		0.1	1.0		0.8		7.0		1.4		
Delay (s)		0.1	1.0		14.0		46.7		37.9		
Level of Service		A	A		B		D		D		
Approach Delay (s)		0.4			14.0			41.7		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1740	120	80	1875	95	445	85	160	40	5	85
Future Volume (vph)	315	1740	120	80	1875	95	445	85	160	40	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1598	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.30	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5049		564	1863	1583	1299	1598	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	1891	130	87	2038	103	484	92	174	43	5	92
RTOR Reduction (vph)	0	0	64	0	4	0	0	0	131	0	88	0
Lane Group Flow (vph)	342	1891	66	87	2137	0	484	92	43	43	9	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	29.3	79.8	79.8	11.0	61.5		50.2	39.4	39.4	12.0	7.2	
Effective Green, g (s)	31.3	81.8	81.8	13.0	63.5		50.2	39.4	39.4	12.0	7.2	
Actuated g/C Ratio	0.20	0.51	0.51	0.08	0.40		0.31	0.25	0.25	0.08	0.05	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	346	2599	809	143	2003		455	458	389	111	71	
v/s Ratio Prot	c0.19	0.37		0.05	c0.42		c0.25	0.05		0.01	0.01	
v/s Ratio Perm			0.04				c0.09		0.03	0.02		
v/c Ratio	0.99	0.73	0.08	0.61	1.07		1.06	0.20	0.11	0.39	0.13	
Uniform Delay, d1	64.2	30.4	19.9	71.0	48.2		51.3	47.8	46.7	70.2	73.4	
Progression Factor	0.88	0.74	0.60	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	39.6	1.5	0.2	4.9	40.8		60.2	0.1	0.0	0.8	0.3	
Delay (s)	96.3	24.0	12.1	76.0	89.0		111.4	47.9	46.8	71.0	73.7	
Level of Service	F	C	B	E	F		F	D	D	E	E	
Approach Delay (s)		33.8			88.5			88.6			72.9	
Approach LOS		C			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	64.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑	↰↰↰	↱↱
Traffic Volume (vph)	1375	0	0	1595	530	800
Future Volume (vph)	1375	0	0	1595	530	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.0	4.0
Lane Util. Factor	0.91			0.91	0.94	0.88
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	5085			5085	4990	2787
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	5085			5085	4990	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	1495	0	0	1734	576	842
RTOR Reduction (vph)	0	0	0	0	0	19
Lane Group Flow (vph)	1495	0	0	1734	576	823
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	78.5			78.5	69.0	69.0
Effective Green, g (s)	80.5			80.5	71.0	71.0
Actuated g/C Ratio	0.50			0.50	0.44	0.44
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	2558			2558	2214	1236
v/s Ratio Prot	0.29			c0.34	0.12	c0.30
v/s Ratio Perm						
v/c Ratio	0.58			0.68	0.26	0.67
Uniform Delay, d1	28.0			30.0	28.0	35.1
Progression Factor	0.41			0.25	1.00	1.00
Incremental Delay, d2	0.9			0.1	0.3	2.8
Delay (s)	12.5			7.7	28.3	38.0
Level of Service	B			A	C	D
Approach Delay (s)	12.5			7.7	34.0	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1935	145	275	2085	60	230	10	370	420	90	330
Future Volume (vph)	45	1935	145	275	2085	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2103	158	299	2266	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	17	0	0	85	0	0	84
Lane Group Flow (vph)	49	2256	0	299	2266	48	250	11	317	274	281	275
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	10.0	72.3		23.7	86.0	113.0	12.0	12.0	35.7	27.0	27.0	37.0
Effective Green, g (s)	12.0	74.3		25.7	88.0	117.0	12.0	12.0	35.7	27.0	27.0	37.0
Actuated g/C Ratio	0.08	0.46		0.16	0.55	0.73	0.08	0.08	0.22	0.17	0.17	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	132	2336		551	2796	1157	257	139	353	283	289	366
v/s Ratio Prot	0.03	c0.45		0.09	c0.45	0.01	c0.07	0.01	0.13	0.16	c0.16	0.05
v/s Ratio Perm						0.02			0.07			0.13
v/c Ratio	0.37	0.97		0.54	0.81	0.04	0.97	0.08	0.90	0.97	0.97	0.75
Uniform Delay, d1	70.4	41.6		61.7	29.2	6.0	73.8	68.9	60.4	66.1	66.1	57.2
Progression Factor	1.00	1.00		0.76	0.55	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	12.1		0.4	1.9	0.0	48.1	0.1	23.9	44.1	44.9	7.5
Delay (s)	71.1	53.7		47.5	17.9	0.8	121.9	68.9	84.3	110.1	111.1	64.8
Level of Service	E	D		D	B	A	F	E	F	F	F	E
Approach Delay (s)		54.1			20.9			98.2			92.6	
Approach LOS		D			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	50.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1925	800	0	1810	0	650	0	610	0	0
Future Volume (vph)	0	1925	800	0	1810	0	650	0	610	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2092	842	0	1967	0	684	0	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2092	842	0	1967	0	684	0	642	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		78.8		68.2		68.2		
Effective Green, g (s)		160.0	160.0		80.8		70.2		70.2		
Actuated g/C Ratio		1.00	1.00		0.50		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		2567		776		1222		
v/s Ratio Prot		0.41			c0.39		c0.39		0.23		
v/s Ratio Perm			0.53								
v/c Ratio		0.41	0.53		0.77		0.88		0.53		
Uniform Delay, d1		0.0	0.0		32.0		41.1		32.7		
Progression Factor		1.00	1.00		0.55		1.00		1.00		
Incremental Delay, d2		0.1	0.4		1.7		11.2		0.2		
Delay (s)		0.1	0.4		19.4		52.3		32.9		
Level of Service		A	A		B		D		C		
Approach Delay (s)		0.2			19.4			42.9		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Future Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1622	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.12	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5074		233	1863	1583	1398	1622	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2413	337	152	2467	38	315	11	141	136	54	337
RTOR Reduction (vph)	0	0	77	0	1	0	0	0	107	0	91	0
Lane Group Flow (vph)	103	2413	260	152	2504	0	315	11	34	136	300	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	8.3	74.7	74.7	12.3	78.7		54.0	39.1	39.1	34.9	26.0	
Effective Green, g (s)	10.3	76.7	76.7	14.3	80.7		54.0	39.1	39.1	34.9	26.0	
Actuated g/C Ratio	0.06	0.48	0.48	0.09	0.50		0.34	0.24	0.24	0.22	0.16	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	113	2437	758	158	2559		289	455	386	325	263	
v/s Ratio Prot	0.06	c0.47		0.09	c0.49		c0.15	0.01		0.02	0.18	
v/s Ratio Perm			0.16				c0.22		0.02	0.07		
v/c Ratio	0.91	0.99	0.34	0.96	0.98		1.09	0.02	0.09	0.42	1.14	
Uniform Delay, d1	74.4	41.3	26.0	72.6	38.8		49.8	45.9	46.7	53.0	67.0	
Progression Factor	0.91	0.84	0.69	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.5	13.5	0.9	59.6	13.4		79.1	0.0	0.0	0.3	98.5	
Delay (s)	114.3	48.2	18.9	132.2	52.2		128.9	46.0	46.7	53.3	165.5	
Level of Service	F	D	B	F	D		F	D	D	D	F	
Approach Delay (s)		47.1			56.8			102.1			136.5	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	62.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑	↰↰↰	↱↱
Traffic Volume (vph)	1875	0	0	2130	570	750
Future Volume (vph)	1875	0	0	2130	570	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.0	4.0
Lane Util. Factor	0.91			0.91	0.94	0.88
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	5085			5085	4990	2787
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	5085			5085	4990	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	2038	0	0	2315	620	789
RTOR Reduction (vph)	0	0	0	0	0	11
Lane Group Flow (vph)	2038	0	0	2315	620	778
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	97.9			97.9	49.6	49.6
Effective Green, g (s)	99.9			99.9	51.6	51.6
Actuated g/C Ratio	0.62			0.62	0.32	0.32
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3174			3174	1609	898
v/s Ratio Prot	0.40			c0.46	0.12	c0.28
v/s Ratio Perm						
v/c Ratio	0.64			0.73	0.39	0.87
Uniform Delay, d1	18.8			20.7	41.9	51.0
Progression Factor	0.64			0.40	1.00	1.00
Incremental Delay, d2	0.9			0.1	0.1	8.5
Delay (s)	12.9			8.5	42.0	59.5
Level of Service	B			A	D	E
Approach Delay (s)	12.9			8.5	51.8	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2230	115	160	1790	145	190
Future Volume (vph)	2230	115	160	1790	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7489		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7489		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2424	125	174	1946	158	207
RTOR Reduction (vph)	5	0	0	0	0	183
Lane Group Flow (vph)	2544	0	174	1946	158	24
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	79.1		29.0	124.1	18.9	18.9
Effective Green, g (s)	83.1		31.0	126.1	18.9	18.9
Actuated g/C Ratio	0.52		0.19	0.79	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	3889		342	4007	209	186
v/s Ratio Prot	c0.34		0.10	c0.38	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.65		0.51	0.49	0.76	0.13
Uniform Delay, d1	28.0		57.7	5.8	68.3	63.2
Progression Factor	1.00		0.81	0.43	1.00	1.00
Incremental Delay, d2	0.3		0.4	0.0	12.9	0.1
Delay (s)	28.3		46.9	2.6	81.2	63.3
Level of Service	C		D	A	F	E
Approach Delay (s)	28.3			6.2	71.1	
Approach LOS	C			A	E	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2325	1785	85	250	165
Future Volume (vph)	95	2325	1785	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2527	1940	92	272	179
RTOR Reduction (vph)	0	0	0	34	0	158
Lane Group Flow (vph)	103	2527	1940	58	272	21
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	17.0	124.1	99.1	99.1	18.9	18.9
Effective Green, g (s)	19.0	126.1	101.1	101.1	18.9	18.9
Actuated g/C Ratio	0.12	0.79	0.63	0.63	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	210	5050	4049	1000	405	186
v/s Ratio Prot	0.06	c0.39	0.30		c0.08	
v/s Ratio Perm				0.04		0.01
v/c Ratio	0.49	0.50	0.48	0.06	0.67	0.11
Uniform Delay, d1	66.0	5.9	15.5	11.3	67.6	63.1
Progression Factor	0.89	0.32	0.85	0.37	1.00	1.00
Incremental Delay, d2	0.5	0.0	0.0	0.0	3.4	0.1
Delay (s)	59.1	1.9	13.2	4.2	71.0	63.2
Level of Service	E	A	B	A	E	E
Approach Delay (s)		4.2	12.8		67.9	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1565	1010	0	1340	0	480	0	530	0	0
Future Volume (vph)	0	1565	1010	0	1340	0	480	0	530	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		7.5		7.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1701	1063	0	1457	0	505	0	558	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1701	1063	0	1457	0	505	0	558	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		43.4	80.0		43.4		21.6		21.6		
Effective Green, g (s)		45.4	80.0		45.4		21.6		21.6		
Actuated g/C Ratio		0.57	1.00		0.57		0.27		0.27		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3636	1583		2885		926		752		
v/s Ratio Prot		0.27			0.29		0.15		0.20		
v/s Ratio Perm			c0.67								
v/c Ratio		0.47	0.67		0.51		0.55		0.74		
Uniform Delay, d1		10.2	0.0		10.5		25.0		26.7		
Progression Factor		0.37	1.00		0.92		1.00		1.00		
Incremental Delay, d2		0.4	2.0		0.5		0.5		3.8		
Delay (s)		4.2	2.0		10.2		25.5		30.4		
Level of Service		A	A		B		C		C		
Approach Delay (s)		3.4			10.2			28.1		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1165	0	0	1760	570	550	0	420	0	0
Future Volume (vph)	0	1165	0	0	1760	570	550	0	420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1266	0	0	1913	600	579	0	442	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1266	0	0	1913	600	579	0	442	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		46.8			46.8	80.0	18.2		18.2		
Effective Green, g (s)		48.8			48.8	80.0	20.2		20.2		
Actuated g/C Ratio		0.61			0.61	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3101			3101	1583	866		703		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.41			0.62	0.38	0.67		0.63		
Uniform Delay, d1		8.1			9.8	0.0	26.9		26.6		
Progression Factor		0.87			0.54	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.4	0.3	1.8		1.5		
Delay (s)		7.4			5.7	0.3	28.7		28.1		
Level of Service		A			A	A	C		C		
Approach Delay (s)		7.4			4.4			28.4		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1050	145	55	1575	85	230	210	75	100	170	525
Future Volume (vph)	390	1050	145	55	1575	85	230	210	75	100	170	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4944		1752	4997		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	3400	4944		1752	4997		933	1845	1568	955	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	1141	158	60	1712	92	250	228	82	109	185	571
RTOR Reduction (vph)	0	11	0	0	4	0	0	0	57	0	0	136
Lane Group Flow (vph)	424	1288	0	60	1800	0	250	228	25	109	185	435
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	19.0	72.4		7.4	60.8		57.2	48.2	48.2	51.2	45.2	45.2
Effective Green, g (s)	21.0	74.4		9.4	62.8		57.2	48.2	48.2	51.2	45.2	45.2
Actuated g/C Ratio	0.13	0.47		0.06	0.39		0.36	0.30	0.30	0.32	0.28	0.28
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	446	2298		102	1961		379	555	472	335	521	442
v/s Ratio Prot	c0.12	0.26		0.03	c0.36		c0.04	0.12		0.01	0.10	
v/s Ratio Perm							c0.20		0.02	0.09		c0.28
v/c Ratio	0.95	0.56		0.59	0.92		0.66	0.41	0.05	0.33	0.36	0.99
Uniform Delay, d1	69.0	31.0		73.4	46.2		43.6	44.6	39.7	40.6	45.8	57.1
Progression Factor	0.95	0.84		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.4	0.9		5.5	8.4		3.2	0.2	0.0	0.2	0.2	38.5
Delay (s)	94.1	27.1		78.9	54.5		46.8	44.8	39.7	40.8	45.9	95.6
Level of Service	F	C		E	D		D	D	D	D	D	F
Approach Delay (s)		43.6			55.3			44.9			78.0	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2440	95	250	2315	115	120
Future Volume (vph)	2440	95	250	2315	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7502		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7502		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2652	103	272	2516	125	130
RTOR Reduction (vph)	4	0	0	0	0	117
Lane Group Flow (vph)	2751	0	272	2516	125	13
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	73.6		38.0	127.6	15.4	15.4
Effective Green, g (s)	77.6		40.0	129.6	15.4	15.4
Actuated g/C Ratio	0.48		0.25	0.81	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	3638		442	4118	170	152
v/s Ratio Prot	c0.37		0.15	c0.49	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.76		0.62	0.61	0.74	0.08
Uniform Delay, d1	33.5		53.2	5.7	70.3	65.9
Progression Factor	1.00		0.87	0.68	1.00	1.00
Incremental Delay, d2	0.8		1.3	0.1	13.2	0.1
Delay (s)	34.3		47.7	4.0	83.6	65.9
Level of Service	C		D	A	F	E
Approach Delay (s)	34.3			8.3	74.6	
Approach LOS	C			A	E	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2380	2410	290	190	155
Future Volume (vph)	180	2380	2410	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2587	2620	315	207	168
RTOR Reduction (vph)	0	0	0	129	0	152
Lane Group Flow (vph)	196	2587	2620	186	207	16
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	27.0	127.6	92.6	92.6	15.4	15.4
Effective Green, g (s)	29.0	129.6	94.6	94.6	15.4	15.4
Actuated g/C Ratio	0.18	0.81	0.59	0.59	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	320	5190	3788	935	330	152
v/s Ratio Prot	c0.11	0.40	c0.41		c0.06	
v/s Ratio Perm				0.12		0.01
v/c Ratio	0.61	0.50	0.69	0.20	0.63	0.11
Uniform Delay, d1	60.3	4.8	22.6	15.2	69.5	66.0
Progression Factor	0.71	0.33	0.94	0.94	1.00	1.00
Incremental Delay, d2	1.6	0.0	0.3	0.0	2.7	0.1
Delay (s)	44.6	1.6	21.6	14.2	72.2	66.1
Level of Service	D	A	C	B	E	E
Approach Delay (s)		4.6	20.8		69.5	
Approach LOS		A	C		E	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1860	710	0	1955	0	535	0	745	0	0
Future Volume (vph)	0	1860	710	0	1955	0	535	0	745	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2022	747	0	2125	0	563	0	784	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2022	747	0	2125	0	563	0	784	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		39.8	80.0		39.8		25.2		25.2		
Effective Green, g (s)		41.8	80.0		41.8		27.2		27.2		
Actuated g/C Ratio		0.52	1.00		0.52		0.34		0.34		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3348	1583		2656		1167		947		
v/s Ratio Prot		0.32			c0.42		0.16		c0.28		
v/s Ratio Perm			0.47								
v/c Ratio		0.60	0.47		0.80		0.48		0.83		
Uniform Delay, d1		13.3	0.0		15.7		20.8		24.2		
Progression Factor		0.48	1.00		0.99		1.00		1.00		
Incremental Delay, d2		0.7	0.9		1.5		0.2		5.9		
Delay (s)		7.1	0.9		17.1		21.1		30.2		
Level of Service		A	A		B		C		C		
Approach Delay (s)		5.4			17.1			26.4		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1685	0	0	1695	430	1140	0	670	0	0
Future Volume (vph)	0	1685	0	0	1695	430	1140	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1832	0	0	1842	453	1200	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1832	0	0	1842	453	1200	0	705	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		34.3			34.3	80.0	30.7		30.7		
Effective Green, g (s)		36.3			36.3	80.0	32.7		32.7		
Actuated g/C Ratio		0.45			0.45	1.00	0.41		0.41		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2307			2307	1583	1403		1139		
v/s Ratio Prot		0.36			c0.36		c0.35		0.25		
v/s Ratio Perm						0.29					
v/c Ratio		0.79			0.80	0.29	0.86		0.62		
Uniform Delay, d1		18.7			18.7	0.0	21.5		18.7		
Progression Factor		0.77			0.79	1.00	1.00		1.00		
Incremental Delay, d2		1.6			1.5	0.2	5.3		0.9		
Delay (s)		16.0			16.2	0.2	26.8		19.6		
Level of Service		B			B	A	C		B		
Approach Delay (s)		16.0			13.0			24.1		0.0	
Approach LOS		B			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1670	215	105	1500	130	240	310	110	80	245	385
Future Volume (vph)	470	1670	215	105	1500	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4998		1770	5025		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.17	1.00	1.00	0.35	1.00	1.00
Satd. Flow (perm)	3433	4998		1770	5025		313	1863	1583	648	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	1815	234	114	1630	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	10	0	0	6	0	0	0	91	0	0	196
Lane Group Flow (vph)	511	2039	0	114	1765	0	261	337	29	87	266	222
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	24.4	77.4		11.4	64.4		51.2	38.4	38.4	33.1	26.3	26.3
Effective Green, g (s)	26.4	79.4		13.4	66.4		51.2	38.4	38.4	33.1	26.3	26.3
Actuated g/C Ratio	0.16	0.50		0.08	0.42		0.32	0.24	0.24	0.21	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	566	2480		148	2085		272	447	379	181	306	260
v/s Ratio Prot	c0.15	c0.41		0.06	0.35		c0.11	0.18		0.02	0.14	
v/s Ratio Perm							c0.19		0.02	0.08		0.14
v/c Ratio	0.90	0.82		0.77	0.85		0.96	0.75	0.08	0.48	0.87	0.85
Uniform Delay, d1	65.5	34.3		71.8	42.2		45.6	56.4	47.1	53.3	65.2	65.0
Progression Factor	0.84	0.82		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.4	2.2		19.8	4.5		42.7	6.3	0.0	0.7	21.4	21.9
Delay (s)	67.5	30.1		91.6	46.7		88.3	62.7	47.1	54.0	86.6	86.9
Level of Service	E	C		F	D		F	E	D	D	F	F
Approach Delay (s)		37.6			49.4			69.4			83.1	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	51.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2830	0	0	3010	0	2740
Future Volume (vph)	2830	0	0	3010	0	2740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8			2.0		4.4
Lane Util. Factor	0.91			0.91		0.76
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		3610
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2979	0	0	3168	0	2884
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2979	0	0	3168	0	2884
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	72.2			180.0		94.6
Effective Green, g (s)	74.2			180.0		96.6
Actuated g/C Ratio	0.41			1.00		0.54
Clearance Time (s)	6.8					6.4
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	2096			5085		1937
v/s Ratio Prot	c0.59			0.62		c0.80
v/s Ratio Perm						
v/c Ratio	1.42			0.62		1.49
Uniform Delay, d1	52.9			0.0		41.7
Progression Factor	1.00			1.00		1.00
Incremental Delay, d2	192.4			0.4		222.8
Delay (s)	245.3			0.4		264.5
Level of Service	F			A		F
Approach Delay (s)	245.3			0.4	264.5	
Approach LOS	F			A	F	

Intersection Summary			
HCM 2000 Control Delay	165.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.2
Intersection Capacity Utilization	126.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2715	55	40	1765	0
Future Volume (vph)	65	5	85	10	0	15	0	2715	55	40	1765	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1530		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1530		1770		1583		3539	1583	52	3539	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	68	5	89	11	0	16	0	2858	58	42	1858	0
RTOR Reduction (vph)	0	84	0	0	0	16	0	0	14	0	0	0
Lane Group Flow (vph)	61	17	0	11	0	0	0	2858	44	42	1858	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Effective Green, g (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Actuated g/C Ratio	0.06	0.06		0.02		0.02		0.75	0.75	0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	98	90		39		35		2656	1188	83	2878	
v/s Ratio Prot	c0.04	0.01		c0.01		0.00		c0.81		0.01	c0.52	
v/s Ratio Perm									0.03	0.39		
v/c Ratio	0.62	0.19		0.28		0.01		1.08	0.04	0.51	0.65	
Uniform Delay, d1	82.7	80.6		86.6		86.1		22.5	5.8	57.4	6.6	
Progression Factor	1.00	1.00		1.00		1.00		1.96	24.95	1.00	1.00	
Incremental Delay, d2	8.5	0.4		1.4		0.0		36.6	0.0	1.8	1.1	
Delay (s)	91.3	81.0		88.0		86.1		80.7	143.7	59.2	7.7	
Level of Service	F	F		F		F		F	F	E	A	
Approach Delay (s)		84.9			86.9			81.9			8.9	
Approach LOS		F			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	1260	340	200	1610	90	340	195	170	245	195	390
Future Volume (vph)	310	1260	340	200	1610	90	340	195	170	245	195	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.27	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	496	3539	1583	1153	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	1370	370	217	1750	98	370	212	185	266	212	424
RTOR Reduction (vph)	0	0	216	0	0	55	0	0	145	0	0	192
Lane Group Flow (vph)	337	1370	154	217	1750	43	370	212	40	266	212	232
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	18.5	71.6	71.6	23.3	76.4	76.4	65.1	38.8	38.8	49.4	29.1	29.1
Effective Green, g (s)	20.5	73.6	73.6	25.3	78.4	78.4	65.1	38.8	38.8	49.4	29.1	29.1
Actuated g/C Ratio	0.11	0.41	0.41	0.14	0.44	0.44	0.36	0.22	0.22	0.27	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	390	2079	647	248	2214	689	391	762	341	386	301	255
v/s Ratio Prot	c0.10	0.27		c0.12	c0.34		c0.16	0.06		0.08	0.11	
v/s Ratio Perm			0.10			0.03	c0.18		0.03	0.11		0.15
v/c Ratio	0.86	0.66	0.24	0.88	0.79	0.06	0.95	0.28	0.12	0.69	0.70	0.91
Uniform Delay, d1	78.4	43.0	34.8	75.8	43.7	29.5	48.3	58.9	56.8	55.8	71.4	74.2
Progression Factor	0.61	0.43	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.6	1.5	0.8	26.5	3.0	0.2	31.4	0.1	0.1	4.1	6.0	32.5
Delay (s)	63.5	20.1	20.0	102.3	46.7	29.6	79.7	59.0	56.9	59.9	77.4	106.6
Level of Service	E	C	B	F	D	C	E	E	E	E	E	F
Approach Delay (s)		27.1			51.7			68.5			86.0	
Approach LOS		C			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	2200	190	340	1565	575	200	675	655	480	560	300
Future Volume (vph)	375	2200	190	340	1565	575	200	675	655	480	560	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	408	2391	207	370	1701	625	217	734	712	522	609	326
RTOR Reduction (vph)	0	0	56	0	0	48	0	0	75	0	0	185
Lane Group Flow (vph)	408	2391	151	370	1701	577	217	734	637	522	609	141
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	24.8	72.0	86.6	29.5	76.7	98.2	14.6	28.5	58.0	21.5	35.4	35.4
Effective Green, g (s)	26.8	74.0	90.6	31.5	78.7	102.2	16.6	30.5	62.0	23.5	37.4	37.4
Actuated g/C Ratio	0.15	0.41	0.50	0.18	0.44	0.57	0.09	0.17	0.34	0.13	0.21	0.21
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	511	2090	836	600	2223	898	316	599	545	448	735	328
v/s Ratio Prot	0.12	c0.47	0.02	0.11	0.33	0.08	0.06	c0.21	c0.20	c0.15	0.17	
v/s Ratio Perm			0.08			0.28			0.20			0.09
v/c Ratio	0.80	1.14	0.18	0.62	0.77	0.64	0.69	1.23	1.17	1.17	0.83	0.43
Uniform Delay, d1	74.0	53.0	24.4	68.7	42.8	26.5	79.2	74.8	59.0	78.2	68.2	62.0
Progression Factor	0.94	0.76	0.47	0.80	0.68	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	65.4	0.0	0.8	1.6	0.7	4.9	115.7	94.1	96.2	7.7	0.9
Delay (s)	70.6	105.7	11.4	56.0	30.6	2.0	84.1	190.5	153.1	174.5	75.9	62.9
Level of Service	E	F	B	E	C	A	F	F	F	F	E	E
Approach Delay (s)		94.4			27.4			160.6			108.3	
Approach LOS		F			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	88.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	110.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Future Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lane Util. Factor	0.94	0.91	0.88	0.94	0.91	1.00	0.94	0.91	1.00	0.94	0.91	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1416	3637	1047	374	1874	574	495	989	405	247	1026	600
RTOR Reduction (vph)	0	0	19	0	0	53	0	0	73	0	0	35
Lane Group Flow (vph)	1416	3637	1028	374	1874	521	495	989	332	247	1026	565
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	46.0	106.0	119.0	9.0	69.0	77.0	13.0	31.0	40.0	8.0	26.0	72.0
Effective Green, g (s)	48.0	108.0	123.0	11.0	71.0	81.0	15.0	33.0	44.0	10.0	28.0	76.0
Actuated g/C Ratio	0.27	0.60	0.68	0.06	0.39	0.45	0.08	0.18	0.24	0.06	0.16	0.42
Clearance Time (s)	6.0	6.0	7.0	6.0	6.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lane Grp Cap (vph)	1330	3051	1904	304	2005	712	415	932	386	277	791	1176
v/s Ratio Prot	0.28	c0.72	0.04	c0.07	0.37	0.04	c0.10	c0.19	0.05	0.05	c0.20	0.13
v/s Ratio Perm			0.32			0.29			0.16			0.07
v/c Ratio	1.06	1.19	0.54	1.23	0.93	0.73	1.19	1.06	0.86	0.89	1.30	0.48
Uniform Delay, d1	66.0	36.0	14.3	84.5	52.3	40.6	82.5	73.5	65.0	84.5	76.0	37.7
Progression Factor	1.00	0.66	0.94	1.04	0.98	1.04	1.00	1.00	1.00	0.94	0.92	0.80
Incremental Delay, d2	31.0	86.8	0.0	116.3	5.0	1.5	108.3	47.1	16.5	22.8	141.0	0.1
Delay (s)	96.9	110.4	13.5	204.0	55.9	43.5	190.8	120.6	81.5	102.3	211.0	30.3
Level of Service	F	F	B	F	E	D	F	F	F	F	F	C
Approach Delay (s)		90.6			73.0			130.6			138.8	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	99.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	116.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5540	30	60	2800	210	235
Future Volume (vph)	5540	30	60	2800	210	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.86	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	6408	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	6408	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5832	32	63	2947	221	247
RTOR Reduction (vph)	0	7	0	0	0	34
Lane Group Flow (vph)	5832	25	63	2947	221	213
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	138.0	138.0	5.0	150.0	17.0	17.0
Effective Green, g (s)	140.0	140.0	7.0	152.0	17.0	17.0
Actuated g/C Ratio	0.78	0.78	0.04	0.84	0.09	0.09
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4984	1231	68	4294	167	149
v/s Ratio Prot	c0.91		0.04	c0.58	0.12	
v/s Ratio Perm		0.02				c0.13
v/c Ratio	1.17	0.02	0.93	0.69	1.32	1.43
Uniform Delay, d1	20.0	4.5	86.2	5.2	81.5	81.5
Progression Factor	0.58	0.58	1.17	0.55	1.00	1.00
Incremental Delay, d2	76.8	0.0	69.4	0.7	181.0	226.3
Delay (s)	88.4	2.6	170.1	3.5	262.5	307.8
Level of Service	F	A	F	A	F	F
Approach Delay (s)	87.9			7.0	286.4	
Approach LOS	F			A	F	

Intersection Summary			
HCM 2000 Control Delay	71.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5765	10	20	2800	60	30
Future Volume (vph)	5765	10	20	2800	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	47	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6068	11	21	2947	63	32
RTOR Reduction (vph)	0	1	0	0	0	28
Lane Group Flow (vph)	6068	10	21	2947	63	4
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	149.6	149.6	160.0	160.0	6.0	6.0
Effective Green, g (s)	151.6	151.6	162.0	162.0	6.0	6.0
Actuated g/C Ratio	0.84	0.84	0.90	0.90	0.03	0.03
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4282	1333	84	4576	59	52
v/s Ratio Prot	c1.19		0.01	c0.58	c0.04	
v/s Ratio Perm		0.01	0.22			0.00
v/c Ratio	1.42	0.01	0.25	0.64	1.07	0.08
Uniform Delay, d1	14.2	2.3	67.2	2.1	87.0	84.3
Progression Factor	0.49	0.05	6.36	3.97	1.00	1.00
Incremental Delay, d2	187.8	0.0	0.3	0.3	137.3	0.2
Delay (s)	194.7	0.1	427.8	8.8	224.3	84.5
Level of Service	F	A	F	A	F	F
Approach Delay (s)	194.4			11.8	177.2	
Approach LOS	F			B	F	

Intersection Summary			
HCM 2000 Control Delay	134.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	126.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	2420	550	410	2280	355	80	10	110	55	10	120
Future Volume (vph)	365	2420	550	410	2280	355	80	10	110	55	10	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.91	0.95
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	6230		3433	5085	1524	3433	1863	1583	1453	1149	1096
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	6230		3433	5085	1524	3433	1863	1583	1453	1149	1096
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	2630	598	446	2478	386	87	11	120	60	11	130
RTOR Reduction (vph)	0	21	0	0	0	152	0	0	114	0	54	69
Lane Group Flow (vph)	397	3207	0	446	2478	234	87	11	6	54	20	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases						2						
Actuated Green, G (s)	28.7	109.3		26.5	107.1	107.1	8.8	8.8	8.8	10.4	10.4	10.4
Effective Green, g (s)	30.7	111.3		28.5	109.1	109.1	8.8	8.8	8.8	10.4	10.4	10.4
Actuated g/C Ratio	0.17	0.62		0.16	0.61	0.61	0.05	0.05	0.05	0.06	0.06	0.06
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	574	3852		543	3082	923	167	91	77	83	66	63
v/s Ratio Prot	0.12	c0.51		c0.13	0.49		c0.03	0.01	0.00	c0.04	0.02	0.00
v/s Ratio Perm						0.15						
v/c Ratio	0.69	0.83		0.82	0.80	0.25	0.52	0.12	0.08	0.65	0.31	0.07
Uniform Delay, d1	70.2	27.0		73.3	27.2	16.5	83.5	81.9	81.7	83.0	81.3	80.2
Progression Factor	0.93	0.37		1.00	0.62	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2		5.5	1.3	0.4	1.4	0.2	0.2	13.1	1.0	0.2
Delay (s)	65.3	10.1		79.0	18.3	3.2	84.9	82.1	81.9	96.1	82.3	80.4
Level of Service	E	B		E	B	A	F	F	F	F	F	F
Approach Delay (s)		16.1			24.7			83.1			85.3	
Approach LOS		B			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1900	685	805	2145	0	0	0	0	430	0	900
Future Volume (vph)	0	1900	685	805	2145	0	0	0	0	430	0	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0	4.0	4.5					4.5		4.5
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2065	721	847	2332	0	0	0	0	453	0	947
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2065	721	847	2332	0	0	0	0	453	0	947
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		48.4	180.0	47.6	108.5					58.5		58.5
Effective Green, g (s)		50.4	180.0	51.6	110.5					60.5		60.5
Actuated g/C Ratio		0.28	1.00	0.29	0.61					0.34		0.34
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2112	1583	984	3121					1153		936
v/s Ratio Prot		c0.27		c0.25	0.46					0.13		
v/s Ratio Perm			0.46									c0.34
v/c Ratio		0.98	0.46	0.86	0.75					0.39		1.01
Uniform Delay, d1		64.2	0.0	60.8	24.8					45.7		59.8
Progression Factor		0.86	1.00	1.39	0.21					1.00		1.00
Incremental Delay, d2		10.2	0.5	6.6	0.9					0.1		32.4
Delay (s)		65.5	0.5	91.3	6.1					45.8		92.1
Level of Service		E	A	F	A					D		F
Approach Delay (s)		48.7			28.8			0.0			77.1	
Approach LOS		D			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1440	890	0	2050	290	900	0	470	0	0	0
Future Volume (vph)	0	1440	890	0	2050	290	900	0	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0		4.5	2.0	4.5		4.5			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1565	937	0	2228	305	947	0	495	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1565	937	0	2228	305	947	0	495	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		2 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		134.1	180.0		134.1	180.0	32.9		32.9			
Effective Green, g (s)		136.1	180.0		136.1	180.0	34.9		34.9			
Actuated g/C Ratio		0.76	1.00		0.76	1.00	0.19		0.19			
Clearance Time (s)							6.5		6.5			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3844	2787		5704	1583	967		699			
v/s Ratio Prot		c0.31			0.30		c0.19		0.14			
v/s Ratio Perm			0.34			0.19						
v/c Ratio		0.41	0.34		0.39	0.19	0.98		0.71			
Uniform Delay, d1		7.7	0.0		7.6	0.0	72.2		67.8			
Progression Factor		0.08	1.00		1.35	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.1	23.8		3.4			
Delay (s)		0.6	0.2		10.2	0.1	96.0		71.2			
Level of Service		A	A		B	A	F		E			
Approach Delay (s)		0.4			9.0			87.5			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	3900	75	115	25	2535	195	105
Future Volume (vph)	3900	75	115	25	2535	195	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583		1770	3539	1770	1583
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583		50	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4105	79	121	26	2668	205	111
RTOR Reduction (vph)	0	9	0	0	0	0	4
Lane Group Flow (vph)	4105	70	0	147	2668	205	107
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Perm
Protected Phases	6		5	5	2	4	
Permitted Phases		6	2	2			4
Actuated Green, G (s)	142.0	142.0		154.0	154.0	15.5	15.5
Effective Green, g (s)	144.0	144.0		156.0	156.0	15.5	15.5
Actuated g/C Ratio	0.80	0.80		0.87	0.87	0.09	0.09
Clearance Time (s)	5.0	5.0		6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0		1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2831	1266		115	3067	152	136
v/s Ratio Prot	c1.16			c0.05	0.75	c0.12	
v/s Ratio Perm		0.04		1.05			0.07
v/c Ratio	1.45	0.06		1.28	0.87	1.35	0.79
Uniform Delay, d1	18.0	3.8		75.5	6.5	82.2	80.6
Progression Factor	0.52	0.00		1.15	2.19	1.00	1.00
Incremental Delay, d2	202.7	0.0		169.3	3.1	194.0	23.8
Delay (s)	212.1	0.0		255.8	17.3	276.2	104.4
Level of Service	F	A		F	B	F	F
Approach Delay (s)	208.1				29.8	215.9	
Approach LOS	F				C	F	

Intersection Summary			
HCM 2000 Control Delay	139.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	135.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↱↱↱
Traffic Volume (vph)	1720	0	0	5570	0	1290
Future Volume (vph)	1720	0	0	5570	0	1290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8			2.0		4.4
Lane Util. Factor	0.91			0.91		0.76
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		3610
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1811	0	0	5863	0	1358
RTOR Reduction (vph)	0	0	0	0	0	7
Lane Group Flow (vph)	1811	0	0	5863	0	1351
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	90.6			180.0		76.2
Effective Green, g (s)	92.6			180.0		78.2
Actuated g/C Ratio	0.51			1.00		0.43
Clearance Time (s)	6.8					6.4
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	2615			5085		1568
v/s Ratio Prot	0.36			1.15		0.37
v/s Ratio Perm						
v/c Ratio	0.69			1.15		0.86
Uniform Delay, d1	33.0			90.0		46.0
Progression Factor	1.00			1.00		1.00
Incremental Delay, d2	1.5			69.1		5.1
Delay (s)	34.5			159.1		51.1
Level of Service	C			F		D
Approach Delay (s)	34.5			159.1	51.1	
Approach LOS	C			F	D	

Intersection Summary			
HCM 2000 Control Delay	117.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.2
Intersection Capacity Utilization	111.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	1875	115	95	2725	0
Future Volume (vph)	5	5	20	105	0	95	0	1875	115	95	2725	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.88		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1560		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.04	1.00	
Satd. Flow (perm)	1681	1560		1770		1583		3539	1583	82	3539	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	5	21	111	0	100	0	1974	121	100	2868	0
RTOR Reduction (vph)	0	20	0	0	0	91	0	0	30	0	0	0
Lane Group Flow (vph)	4	7	0	111	0	9	0	1974	91	100	2868	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	5.4	5.4		15.7		15.7		123.7	123.7	139.9	139.9	
Effective Green, g (s)	5.4	5.4		15.7		15.7		123.7	123.7	139.9	139.9	
Actuated g/C Ratio	0.03	0.03		0.09		0.09		0.69	0.69	0.78	0.78	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	50	46		154		138		2432	1087	150	2750	
v/s Ratio Prot	0.00	c0.00		c0.06		0.01		0.56		0.03	c0.81	
v/s Ratio Perm									0.06	0.49		
v/c Ratio	0.08	0.14		0.72		0.06		0.81	0.08	0.67	1.04	
Uniform Delay, d1	84.9	85.0		80.0		75.4		19.9	9.3	41.9	20.0	
Progression Factor	1.00	1.00		1.00		1.00		1.78	2.53	1.00	1.00	
Incremental Delay, d2	0.3	0.5		13.1		0.1		2.2	0.1	8.4	29.7	
Delay (s)	85.1	85.6		93.1		75.5		37.7	23.7	50.3	49.7	
Level of Service	F	F		F		E		D	C	D	D	
Approach Delay (s)		85.5			84.8			36.8			49.7	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1630	285	300	1325	125	290	185	200	255	300	395
Future Volume (vph)	295	1630	285	300	1325	125	290	185	200	255	300	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.11	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	206	3539	1583	1165	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	1772	310	326	1440	136	315	201	217	277	326	429
RTOR Reduction (vph)	0	0	151	0	0	55	0	0	173	0	0	197
Lane Group Flow (vph)	321	1772	159	326	1440	81	315	201	44	277	326	232
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	19.7	63.0	63.0	32.0	75.3	75.3	63.2	36.2	36.2	54.8	32.0	32.0
Effective Green, g (s)	21.7	65.0	65.0	34.0	77.3	77.3	63.2	36.2	36.2	54.8	32.0	32.0
Actuated g/C Ratio	0.12	0.36	0.36	0.19	0.43	0.43	0.35	0.20	0.20	0.30	0.18	0.18
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	413	1836	571	334	2183	679	306	711	318	431	331	281
v/s Ratio Prot	0.09	c0.35		c0.18	0.28		c0.15	0.06		0.08	0.18	
v/s Ratio Perm			0.10			0.05	c0.21		0.03	0.11		0.15
v/c Ratio	0.78	0.97	0.28	0.98	0.66	0.12	1.03	0.28	0.14	0.64	0.98	0.83
Uniform Delay, d1	76.8	56.4	40.8	72.6	40.9	30.9	58.5	60.9	59.1	51.6	73.8	71.3
Progression Factor	1.08	0.50	0.45	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.7	12.3	1.0	42.2	1.6	0.4	59.2	0.1	0.1	2.5	44.9	17.0
Delay (s)	89.9	40.7	19.6	114.8	42.5	31.2	117.7	61.0	59.1	54.1	118.7	88.4
Level of Service	F	D	B	F	D	C	F	E	E	D	F	F
Approach Delay (s)		44.5			54.1			84.8			88.7	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	59.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1800	190	485	2175	540	255	515	400	440	765	640
Future Volume (vph)	350	1800	190	485	2175	540	255	515	400	440	765	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	380	1957	207	527	2364	587	277	560	435	478	832	696
RTOR Reduction (vph)	0	0	62	0	0	29	0	0	103	0	0	130
Lane Group Flow (vph)	380	1957	145	527	2364	558	277	560	332	478	832	566
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	15.5	65.5	77.0	24.0	74.0	103.7	11.5	32.3	56.3	29.7	50.5	50.5
Effective Green, g (s)	17.5	67.5	81.0	26.0	76.0	107.7	13.5	34.3	60.3	31.7	52.5	52.5
Actuated g/C Ratio	0.10	0.38	0.45	0.14	0.42	0.60	0.08	0.19	0.33	0.18	0.29	0.29
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	333	1906	751	495	2147	947	257	674	587	604	1032	461
v/s Ratio Prot	0.11	c0.38	0.01	0.15	c0.46	0.10	c0.08	0.16	0.08	0.14	0.24	
v/s Ratio Perm			0.08			0.25			0.13			c0.36
v/c Ratio	1.14	1.03	0.19	1.06	1.10	0.59	1.08	0.83	0.57	0.79	0.81	1.23
Uniform Delay, d1	81.2	56.2	29.8	77.0	52.0	22.4	83.2	70.1	49.1	71.0	59.0	63.8
Progression Factor	0.95	0.79	0.49	0.88	0.80	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	79.4	21.3	0.0	33.7	46.3	0.1	78.4	8.6	0.7	6.6	4.7	120.1
Delay (s)	157.0	65.6	14.7	101.4	87.9	21.3	161.6	78.6	49.8	77.5	63.7	183.9
Level of Service	F	E	B	F	F	C	F	E	D	E	E	F
Approach Delay (s)		75.1			78.7			86.9			108.7	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	85.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Future Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lane Util. Factor	0.94	0.91	0.88	0.94	0.91	1.00	0.94	0.91	1.00	0.94	0.91	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	632	2095	447	442	3237	511	1153	811	384	505	784	1695
RTOR Reduction (vph)	0	0	20	0	0	66	0	0	70	0	0	69
Lane Group Flow (vph)	632	2095	427	442	3237	445	1153	811	314	505	784	1626
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	37.0	91.6	116.6	19.4	74.0	90.0	25.0	27.0	46.4	16.0	18.0	55.0
Effective Green, g (s)	39.0	93.6	120.6	21.4	76.0	94.0	27.0	29.0	50.4	18.0	20.0	59.0
Actuated g/C Ratio	0.22	0.52	0.67	0.12	0.42	0.52	0.15	0.16	0.28	0.10	0.11	0.33
Clearance Time (s)	6.0	6.0	7.0	6.0	6.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lane Grp Cap (vph)	1081	2644	1867	593	2147	826	748	819	443	499	565	913
v/s Ratio Prot	0.13	0.41	0.03	0.09	c0.64	0.05	c0.23	0.16	0.08	0.10	0.15	c0.39
v/s Ratio Perm			0.12			0.23			0.11			0.20
v/c Ratio	0.58	0.79	0.23	0.75	1.51	0.54	1.54	0.99	0.71	1.01	1.39	1.78
Uniform Delay, d1	63.2	35.3	11.6	76.7	52.0	28.6	76.5	75.4	58.2	81.0	80.0	60.5
Progression Factor	1.25	0.43	0.09	0.99	1.08	1.13	1.00	1.00	1.00	1.04	0.94	0.74
Incremental Delay, d2	0.4	1.8	0.0	0.4	228.7	0.0	250.3	28.9	4.2	15.2	175.4	351.7
Delay (s)	79.6	17.1	1.1	76.1	284.9	32.2	326.8	104.3	62.4	99.1	250.8	396.6
Level of Service	E	B	A	E	F	C	F	F	E	F	F	F
Approach Delay (s)		27.3			232.1			206.7			308.0	
Approach LOS		C			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	194.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.61		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	147.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2880	130	255	5495	75	130
Future Volume (vph)	2880	130	255	5495	75	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.86	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	6408	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	6408	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3032	137	268	5784	79	137
RTOR Reduction (vph)	0	40	0	0	0	132
Lane Group Flow (vph)	3032	97	268	5784	79	5
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	125.7	125.7	28.3	161.0	6.0	6.0
Effective Green, g (s)	127.7	127.7	30.3	163.0	6.0	6.0
Actuated g/C Ratio	0.71	0.71	0.17	0.91	0.03	0.03
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4546	1123	297	4604	59	52
v/s Ratio Prot	0.47		0.15	c1.14	c0.04	
v/s Ratio Perm		0.06				0.00
v/c Ratio	0.67	0.09	0.90	1.26	1.34	0.09
Uniform Delay, d1	14.4	8.1	73.4	8.5	87.0	84.3
Progression Factor	0.70	0.39	0.92	0.90	1.00	1.00
Incremental Delay, d2	0.5	0.1	3.8	115.5	231.8	0.3
Delay (s)	10.6	3.3	71.3	123.2	318.8	84.6
Level of Service	B	A	E	F	F	F
Approach Delay (s)	10.3			120.9	170.3	
Approach LOS	B			F	F	

Intersection Summary			
HCM 2000 Control Delay	84.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	120.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	2965	45	50	5730	20	50
Future Volume (vph)	2965	45	50	5730	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	47	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3121	47	53	6032	21	53
RTOR Reduction (vph)	0	8	0	0	0	48
Lane Group Flow (vph)	3121	39	53	6032	21	5
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	148.9	148.9	161.2	161.2	4.8	4.8
Effective Green, g (s)	150.9	150.9	163.2	163.2	4.8	4.8
Actuated g/C Ratio	0.84	0.84	0.91	0.91	0.03	0.03
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4262	1327	102	4610	47	42
v/s Ratio Prot	0.61		0.02	c1.19	c0.01	
v/s Ratio Perm		0.02	0.44			0.00
v/c Ratio	0.73	0.03	0.52	1.31	0.45	0.13
Uniform Delay, d1	6.1	2.4	29.3	8.4	86.3	85.6
Progression Factor	0.43	0.00	0.74	1.97	1.00	1.00
Incremental Delay, d2	0.8	0.0	0.2	139.0	2.5	0.5
Delay (s)	3.5	0.0	22.0	155.5	88.7	86.0
Level of Service	A	A	C	F	F	F
Approach Delay (s)	3.4			154.4	86.8	
Approach LOS	A			F	F	

Intersection Summary			
HCM 2000 Control Delay	102.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	125.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

1454: Newport Center Dr/SW 12th Avenue & SR 869/SW 10th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2460	85	120	2265	105	425	15	470	150	5	510
Future Volume (vph)	95	2460	85	120	2265	105	425	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.91	0.95
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	6376		3433	5085	1524	3433	1863	1583	1453	1075	1096
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	6376		3433	5085	1524	3433	1863	1583	1453	1075	1096
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2674	92	130	2462	114	462	16	511	163	5	554
RTOR Reduction (vph)	0	3	0	0	0	53	0	0	137	0	44	110
Lane Group Flow (vph)	103	2763	0	130	2462	61	462	16	374	147	243	178
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases						2						
Actuated Green, G (s)	4.1	78.2		5.8	79.9	79.9	36.0	36.0	36.0	35.0	35.0	35.0
Effective Green, g (s)	6.1	80.2		7.8	81.9	81.9	36.0	36.0	36.0	35.0	35.0	35.0
Actuated g/C Ratio	0.03	0.45		0.04	0.46	0.46	0.20	0.20	0.20	0.19	0.19	0.19
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	114	2840		148	2313	693	686	372	316	282	209	213
v/s Ratio Prot	0.03	c0.43		0.04	c0.48		0.13	0.01	c0.24	0.10	c0.23	0.16
v/s Ratio Perm						0.04						
v/c Ratio	0.90	0.97		0.88	1.06	0.09	0.67	0.04	1.18	0.52	1.16	0.84
Uniform Delay, d1	86.7	48.8		85.6	49.0	27.9	66.6	58.1	72.0	65.0	72.5	69.8
Progression Factor	0.64	0.35		1.15	0.52	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.0	5.6		32.2	36.5	0.2	2.1	0.0	110.4	0.8	112.5	23.0
Delay (s)	82.3	22.8		130.8	62.3	6.5	68.6	58.1	182.4	65.8	185.0	92.8
Level of Service	F	C		F	E	A	E	E	F	E	F	F
Approach Delay (s)		25.0			63.2			127.2			124.0	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	62.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2270	810	770	1820	0	0	0	0	300	0	670
Future Volume (vph)	0	2270	810	770	1820	0	0	0	0	300	0	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0	4.0	4.5					4.5		4.5
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2467	853	811	1978	0	0	0	0	316	0	705
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2467	853	811	1978	0	0	0	0	316	0	705
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		60.5	180.0	48.5	121.5					45.5		45.5
Effective Green, g (s)		62.5	180.0	52.5	123.5					47.5		47.5
Actuated g/C Ratio		0.35	1.00	0.29	0.69					0.26		0.26
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2619	1583	1001	3488					905		735
v/s Ratio Prot		c0.33		c0.24	0.39					0.09		
v/s Ratio Perm			0.54									c0.25
v/c Ratio		0.94	0.54	0.81	0.57					0.35		0.96
Uniform Delay, d1		57.0	0.0	59.1	14.5					53.7		65.3
Progression Factor		0.43	1.00	0.86	1.31					1.00		1.00
Incremental Delay, d2		2.8	0.4	4.4	0.2					0.1		23.2
Delay (s)		27.3	0.4	55.5	19.1					53.8		88.5
Level of Service		C	A	E	B					D		F
Approach Delay (s)		20.4			29.7			0.0			77.7	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1530	1040	0	1690	320	900	0	680	0	0	0
Future Volume (vph)	0	1530	1040	0	1690	320	900	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0		4.5	2.0	4.5		4.5			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1663	1095	0	1837	337	947	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1663	1095	0	1837	337	947	0	716	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		2 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		131.5	180.0		131.5	180.0	35.5		35.5			
Effective Green, g (s)		133.5	180.0		133.5	180.0	37.5		37.5			
Actuated g/C Ratio		0.74	1.00		0.74	1.00	0.21		0.21			
Clearance Time (s)							6.5		6.5			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3771	2787		5595	1583	1039		752			
v/s Ratio Prot		c0.33			0.24		0.19		c0.20			
v/s Ratio Perm			0.39			0.21						
v/c Ratio		0.44	0.39		0.33	0.21	0.91		0.95			
Uniform Delay, d1		8.9	0.0		7.9	0.0	69.6		70.4			
Progression Factor		0.03	1.00		0.68	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.2	12.0		21.9			
Delay (s)		0.3	0.2		5.4	0.2	81.6		92.3			
Level of Service		A	A		A	A	F		F			
Approach Delay (s)		0.3			4.6			86.2			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2815	155	110	115	3775	85	70
Future Volume (vph)	2815	155	110	115	3775	85	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583		1770	3539	1770	1583
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583		51	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2963	163	116	121	3974	89	74
RTOR Reduction (vph)	0	26	0	0	0	0	37
Lane Group Flow (vph)	2963	137	0	237	3974	89	37
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Perm
Protected Phases	6		5	5	2	4	
Permitted Phases		6	2	2			4
Actuated Green, G (s)	140.6	140.6		163.0	163.0	6.5	6.5
Effective Green, g (s)	142.6	142.6		165.0	165.0	6.5	6.5
Actuated g/C Ratio	0.79	0.79		0.92	0.92	0.04	0.04
Clearance Time (s)	5.0	5.0		6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0		1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2803	1254		217	3244	63	57
v/s Ratio Prot	0.84			0.11	c1.12	c0.05	
v/s Ratio Perm		0.09		0.90			0.02
v/c Ratio	1.06	0.11		1.09	1.23	1.41	0.66
Uniform Delay, d1	18.7	4.3		76.1	7.5	86.8	85.6
Progression Factor	0.57	0.00		1.06	2.76	1.00	1.00
Incremental Delay, d2	31.8	0.1		70.0	102.7	256.5	18.8
Delay (s)	42.5	0.1		150.7	123.4	343.3	104.4
Level of Service	D	A		F	F	F	F
Approach Delay (s)	40.2				124.9	234.8	
Approach LOS	D				F	F	

Intersection Summary			
HCM 2000 Control Delay	92.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	117.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	2000	730	260	2160	20	0	0	0	70	20	120
Future Volume (vph)	30	2000	730	260	2160	20	0	0	0	70	20	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1775	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1775	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	33	2222	768	274	2400	22	0	0	0	78	22	133
RTOR Reduction (vph)	0	0	168	0	0	6	0	0	0	0	0	0
Lane Group Flow (vph)	33	2222	600	274	2400	16	0	0	0	0	100	133
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	5.2	103.7	103.7	18.0	116.5	116.5					17.8	17.8
Effective Green, g (s)	7.2	105.7	105.7	20.0	118.5	118.5					19.8	19.8
Actuated g/C Ratio	0.05	0.66	0.66	0.12	0.74	0.74					0.12	0.12
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	78	3326	1016	416	3729	1161					219	194
v/s Ratio Prot	0.02	c0.44		0.08	c0.48							
v/s Ratio Perm			0.39			0.01					0.06	c0.08
v/c Ratio	0.42	0.67	0.59	0.66	0.64	0.01					0.46	0.69
Uniform Delay, d1	74.4	16.5	15.1	66.7	10.3	5.4					65.1	67.1
Progression Factor	1.00	1.00	1.00	0.80	0.35	1.00					1.00	1.00
Incremental Delay, d2	1.3	1.1	2.5	1.9	0.6	0.0					0.6	7.7
Delay (s)	75.7	17.6	17.6	55.5	4.1	5.5					65.7	74.9
Level of Service	E	B	B	E	A	A					E	E
Approach Delay (s)		18.2			9.3			0.0			70.9	
Approach LOS		B			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2070	0	0	1960	480	840
Future Volume (vph)	2070	0	0	1960	480	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.93	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	5036			5036	3180	1400
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	5036			5036	3180	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	2300	0	0	2178	505	884
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2300	0	0	2178	947	442
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	90.1			90.1	55.9	55.9
Effective Green, g (s)	92.1			92.1	57.9	57.9
Actuated g/C Ratio	0.58			0.58	0.36	0.36
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	2898			2898	1150	506
v/s Ratio Prot	c0.46			0.43	0.30	c0.32
v/s Ratio Perm						
v/c Ratio	0.79			0.75	0.82	0.87
Uniform Delay, d1	26.5			25.4	46.4	47.6
Progression Factor	0.44			1.00	1.00	1.00
Incremental Delay, d2	1.8			1.8	4.7	14.9
Delay (s)	13.5			27.2	51.1	62.5
Level of Service	B			C	D	E
Approach Delay (s)	13.5			27.2	54.7	
Approach LOS	B			C	D	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1470	690	610	2660	70	0	0	0	30	20	100
Future Volume (vph)	120	1470	690	610	2660	70	0	0	0	30	20	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1791	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1791	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	133	1633	726	642	2956	78	0	0	0	33	22	111
RTOR Reduction (vph)	0	0	143	0	0	21	0	0	0	0	0	0
Lane Group Flow (vph)	133	1633	583	642	2956	57	0	0	0	0	55	111
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	14.6	81.0	81.0	43.9	110.3	110.3					14.6	14.6
Effective Green, g (s)	16.6	83.0	83.0	45.9	112.3	112.3					16.6	16.6
Actuated g/C Ratio	0.10	0.52	0.52	0.29	0.70	0.70					0.10	0.10
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	181	2612	797	956	3534	1100					185	162
v/s Ratio Prot	0.08	0.32		0.19	c0.59							
v/s Ratio Perm			c0.38			0.04					0.03	c0.07
v/c Ratio	0.73	0.63	0.73	0.67	0.84	0.05					0.30	0.69
Uniform Delay, d1	69.6	27.4	29.9	50.4	17.2	7.4					66.3	69.2
Progression Factor	1.00	1.00	1.00	0.80	0.47	0.06					1.00	1.00
Incremental Delay, d2	12.5	1.1	5.9	0.7	1.1	0.0					0.3	9.2
Delay (s)	82.0	28.6	35.7	41.0	9.2	0.5					66.6	78.4
Level of Service	F	C	D	D	A	A					E	E
Approach Delay (s)		33.5			14.6			0.0			74.5	
Approach LOS		C			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1500	0	0	2760	580	430
Future Volume (vph)	1500	0	0	2760	580	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.98	0.85
Flt Protected	1.00			1.00	0.96	1.00
Satd. Flow (prot)	5036			5036	3286	1400
Flt Permitted	1.00			1.00	0.96	1.00
Satd. Flow (perm)	5036			5036	3286	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1667	0	0	3067	611	453
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1667	0	0	3067	733	331
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	106.0			106.0	40.0	40.0
Effective Green, g (s)	108.0			108.0	42.0	42.0
Actuated g/C Ratio	0.68			0.68	0.26	0.26
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3399			3399	862	367
v/s Ratio Prot	0.33			c0.61	0.22	c0.24
v/s Ratio Perm						
v/c Ratio	0.49			0.90	0.85	0.90
Uniform Delay, d1	12.6			21.6	56.0	57.0
Progression Factor	0.06			1.00	1.00	1.00
Incremental Delay, d2	0.4			4.4	7.8	24.0
Delay (s)	1.1			26.1	63.8	81.0
Level of Service	A			C	E	F
Approach Delay (s)	1.1			26.1	69.1	
Approach LOS	A			C	E	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1850	340	340	1280	80	90
Future Volume (vph)	1850	340	340	1280	80	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2011	370	370	1391	87	98
RTOR Reduction (vph)	0	87	0	0	0	31
Lane Group Flow (vph)	2011	283	370	1391	87	67
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	105.6	105.6	19.0	130.6	7.4	32.4
Effective Green, g (s)	107.6	107.6	21.0	132.6	7.4	32.4
Actuated g/C Ratio	0.72	0.72	0.14	0.88	0.05	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	2538	1135	480	3128	169	601
v/s Ratio Prot	c0.57		c0.11	0.39	c0.03	0.02
v/s Ratio Perm		0.18				
v/c Ratio	0.79	0.25	0.77	0.44	0.51	0.11
Uniform Delay, d1	13.9	7.3	62.2	1.7	69.5	47.2
Progression Factor	1.00	1.00	0.82	1.16	1.00	1.00
Incremental Delay, d2	2.6	0.5	6.6	0.4	1.1	0.0
Delay (s)	16.5	7.8	57.8	2.4	70.7	47.3
Level of Service	B	A	E	A	E	D
Approach Delay (s)	15.2			14.0	58.3	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1770	170	490	1620	0	0
Future Volume (vph)	1770	170	490	1620	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1924	185	533	1761	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1924	185	533	1761	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	94.6	150.0	42.4	150.0		
Effective Green, g (s)	96.6	150.0	44.4	150.0		
Actuated g/C Ratio	0.64	1.00	0.30	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	3274	1583	1016	5085		
v/s Ratio Prot	c0.38		c0.16	0.35		
v/s Ratio Perm		0.12				
v/c Ratio	0.59	0.12	0.52	0.35		
Uniform Delay, d1	15.3	0.0	44.0	0.0		
Progression Factor	0.63	1.00	0.93	1.00		
Incremental Delay, d2	0.5	0.1	0.4	0.2		
Delay (s)	10.0	0.1	41.5	0.2		
Level of Service	B	A	D	A		
Approach Delay (s)	9.2			9.8	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑↑↑		↱↱↱
Traffic Volume (vph)	1770	0	0	2110	0	930
Future Volume (vph)	1770	0	0	2110	0	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		6.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1924	0	0	2293	0	1011
RTOR Reduction (vph)	0	0	0	0	0	43
Lane Group Flow (vph)	1924	0	0	2293	0	968
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	94.6			150.0		42.4
Effective Green, g (s)	96.6			150.0		42.4
Actuated g/C Ratio	0.64			1.00		0.28
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	3274			7544		1181
v/s Ratio Prot	c0.38			0.30		c0.23
v/s Ratio Perm						
v/c Ratio	0.59			0.30		0.82
Uniform Delay, d1	15.3			0.0		50.2
Progression Factor	0.11			1.00		1.00
Incremental Delay, d2	0.6			0.1		4.5
Delay (s)	2.3			0.1		54.7
Level of Service	A			A		D
Approach Delay (s)	2.3			0.1	54.7	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	1610	590	90	210	1060	390	430	500	160	860	520
Future Volume (vph)	500	1610	590	90	210	1060	390	430	500	160	860	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95
Adj. Flow (vph)	543	1750	641	98	228	1152	424	467	543	174	905	547
RTOR Reduction (vph)	0	0	47	0	0	0	21	0	0	150	0	0
Lane Group Flow (vph)	543	1750	594	0	326	1152	403	467	543	24	905	547
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	22.7	63.5	87.6		10.5	51.3	82.8	24.1	18.5	18.5	31.5	25.9
Effective Green, g (s)	24.7	65.5	91.6		12.5	53.3	86.8	26.1	20.5	20.5	33.5	27.9
Actuated g/C Ratio	0.16	0.44	0.61		0.08	0.36	0.58	0.17	0.14	0.14	0.22	0.19
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	565	1545	966		286	1257	1612	597	483	216	766	658
v/s Ratio Prot	0.16	c0.49	0.11		c0.09	0.33	0.14	0.14	c0.15		c0.26	0.15
v/s Ratio Perm			0.27							0.02		
v/c Ratio	0.96	1.13	0.62		1.14	0.92	0.25	0.78	1.12	0.11	1.18	0.83
Uniform Delay, d1	62.2	42.2	18.2		68.8	46.2	15.6	59.2	64.8	56.8	58.2	58.8
Progression Factor	1.07	0.74	0.73		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.2	66.7	0.8		96.4	11.9	0.1	6.4	79.6	0.2	94.8	8.6
Delay (s)	90.5	98.1	14.1		165.2	58.2	15.6	65.6	144.3	56.9	153.1	67.4
Level of Service	F	F	B		F	E	B	E	F	E	F	E
Approach Delay (s)		78.3				67.0			100.4			83.6
Approach LOS		E				E			F			F

Intersection Summary			
HCM 2000 Control Delay	80.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	620
Future Volume (vph)	620
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	653
RTOR Reduction (vph)	0
Lane Group Flow (vph)	653
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	150.0
Effective Green, g (s)	150.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.41
v/c Ratio	0.41
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.8
Delay (s)	0.8
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1210	240	390	2050	170	110
Future Volume (vph)	1210	240	390	2050	170	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1315	261	424	2228	185	120
RTOR Reduction (vph)	0	119	0	0	0	47
Lane Group Flow (vph)	1315	142	424	2228	185	73
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	41.5	41.5	13.0	60.5	7.5	26.5
Effective Green, g (s)	43.5	43.5	15.0	62.5	7.5	26.5
Actuated g/C Ratio	0.54	0.54	0.19	0.78	0.09	0.33
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	1924	860	643	2764	321	923
v/s Ratio Prot	0.37		0.12	c0.63	c0.05	0.03
v/s Ratio Perm		0.09				
v/c Ratio	0.68	0.17	0.66	0.81	0.58	0.08
Uniform Delay, d1	13.3	9.1	30.1	5.2	34.7	18.4
Progression Factor	1.00	1.00	0.87	0.81	1.00	1.00
Incremental Delay, d2	2.0	0.4	1.6	2.3	1.6	0.0
Delay (s)	15.2	9.6	27.7	6.5	36.3	18.4
Level of Service	B	A	C	A	D	B
Approach Delay (s)	14.3			9.9	29.2	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1160	160	1000	2440	0	0
Future Volume (vph)	1160	160	1000	2440	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	1261	168	1053	2652	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1261	168	1053	2652	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	87.1	160.0	59.9	160.0		
Effective Green, g (s)	89.1	160.0	61.9	160.0		
Actuated g/C Ratio	0.56	1.00	0.39	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	2831	1583	1328	5085		
v/s Ratio Prot	0.25		c0.31	0.52		
v/s Ratio Perm		0.11				
v/c Ratio	0.45	0.11	0.79	0.52		
Uniform Delay, d1	20.9	0.0	43.4	0.0		
Progression Factor	0.71	1.00	0.99	1.00		
Incremental Delay, d2	0.4	0.1	2.9	0.3		
Delay (s)	15.2	0.1	46.0	0.3		
Level of Service	B	A	D	A		
Approach Delay (s)	13.5			13.3	0.0	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1160	0	0	3440	0	350
Future Volume (vph)	1160	0	0	3440	0	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		6.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.95	0.95
Adj. Flow (vph)	1261	0	0	3739	0	368
RTOR Reduction (vph)	0	0	0	0	0	63
Lane Group Flow (vph)	1261	0	0	3739	0	305
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	87.1			160.0		59.9
Effective Green, g (s)	89.1			160.0		59.9
Actuated g/C Ratio	0.56			1.00		0.37
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	2831			7544		1564
v/s Ratio Prot	0.25			0.50		0.07
v/s Ratio Perm						
v/c Ratio	0.45			0.50		0.20
Uniform Delay, d1	20.9			0.0		33.8
Progression Factor	0.14			1.00		1.00
Incremental Delay, d2	0.5			0.0		0.0
Delay (s)	3.4			0.0		33.8
Level of Service	A			A		C
Approach Delay (s)	3.4			0.0	33.8	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	360	730	420	120	190	1900	980	730	590	170	260	240
Future Volume (vph)	360	730	420	120	190	1900	980	730	590	170	260	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95
Adj. Flow (vph)	391	793	457	130	207	2065	1065	793	641	185	274	253
RTOR Reduction (vph)	0	0	40	0	0	0	21	0	0	125	0	0
Lane Group Flow (vph)	391	793	417	0	337	2065	1044	793	641	60	274	253
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	13.5	72.4	100.9		19.0	77.9	89.7	28.5	30.8	30.8	11.8	14.1
Effective Green, g (s)	15.5	74.4	104.9		21.0	79.9	93.7	30.5	32.8	32.8	13.8	16.1
Actuated g/C Ratio	0.10	0.47	0.66		0.13	0.50	0.59	0.19	0.20	0.20	0.09	0.10
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	3.0
Lane Grp Cap (vph)	332	1645	1082		450	1767	1632	654	725	324	296	356
v/s Ratio Prot	c0.11	0.22	0.07		0.10	c0.58	0.37	c0.23	c0.18		0.08	0.07
v/s Ratio Perm			0.19							0.04		
v/c Ratio	1.18	0.48	0.39		0.75	1.17	0.64	1.21	0.88	0.19	0.93	0.71
Uniform Delay, d1	72.2	29.5	12.7		67.0	40.0	22.0	64.8	61.8	52.6	72.6	69.7
Progression Factor	0.81	0.64	0.63		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	105.6	1.0	0.2		5.9	82.4	0.7	109.4	12.3	0.2	33.2	6.6
Delay (s)	164.4	19.9	8.2		72.9	122.4	22.6	174.1	74.1	52.8	105.8	76.2
Level of Service	F	B	A		E	F	C	F	E	D	F	E
Approach Delay (s)		51.0				87.0			120.6			35.8
Approach LOS		D				F			F			D

Intersection Summary			
HCM 2000 Control Delay	77.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	105.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	810
Future Volume (vph)	810
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	853
RTOR Reduction (vph)	0
Lane Group Flow (vph)	853
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.54
v/c Ratio	0.54
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	1.3
Delay (s)	1.3
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	3120	770	550	2100	0	0	0	0	540	0	170
Future Volume (vph)	0	3120	770	550	2100	0	0	0	0	540	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3284	811	579	2211	0	0	0	0	568	0	179
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3284	811	579	2211	0	0	0	0	568	0	179
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		108.0	180.0	26.0	141.0					26.0		180.0
Effective Green, g (s)		110.0	180.0	28.0	143.0					28.0		180.0
Actuated g/C Ratio		0.61	1.00	0.16	0.79					0.16		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		3048	1553	523	3962					523		1553
v/s Ratio Prot		c0.66		c0.17	0.44					c0.17		
v/s Ratio Perm			0.52									0.12
v/c Ratio		1.08	0.52	1.11	0.56					1.09		0.12
Uniform Delay, d1		35.0	0.0	76.0	6.8					76.0		0.0
Progression Factor		0.71	1.00	0.97	1.02					1.00		1.00
Incremental Delay, d2		37.2	0.4	69.7	0.5					64.7		0.2
Delay (s)		62.1	0.4	143.4	7.5					140.7		0.2
Level of Service		E	A	F	A					F		A
Approach Delay (s)		49.9			35.7			0.0			107.0	
Approach LOS		D			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3320	340	250	2340	310	950
Future Volume (vph)	3320	340	250	2340	310	950
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	3689	358	263	2600	326	1000
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	3689	358	263	2600	326	1000
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	123.0	180.0	11.0	141.0	26.0	43.0
Effective Green, g (s)	125.0	180.0	13.0	143.0	28.0	45.0
Actuated g/C Ratio	0.69	1.00	0.07	0.79	0.16	0.25
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	3531	939	240	5090	754	876
v/s Ratio Prot	c0.73		0.08	0.41	0.07	c0.29
v/s Ratio Perm		0.38				
v/c Ratio	1.04	0.38	1.10	0.51	0.43	1.14
Uniform Delay, d1	27.5	0.0	83.5	6.4	68.8	67.5
Progression Factor	0.18	1.00	0.97	1.25	1.00	1.00
Incremental Delay, d2	23.0	0.3	79.8	0.3	0.4	77.3
Delay (s)	28.0	0.3	161.1	8.3	69.2	144.8
Level of Service	C	A	F	A	E	F
Approach Delay (s)	25.6			22.3	126.2	
Approach LOS	C			C	F	

Intersection Summary			
HCM 2000 Control Delay	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	3870	20	20	2220	30	10	10	10	10	10	30
Future Volume (vph)	20	3870	20	20	2220	30	10	10	10	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1817	1583		1695	
Flt Permitted	0.05	1.00	1.00	0.03	1.00	1.00		0.74	1.00		0.92	
Satd. Flow (perm)	90	5085	1583	49	5085	1794		1371	1583		1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	4300	22	22	2467	33	11	11	11	11	11	33
RTOR Reduction (vph)	0	0	3	0	0	5	0	0	11	0	32	0
Lane Group Flow (vph)	22	4300	19	22	2467	28	0	22	0	0	23	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	153.3	150.9	150.9	153.3	150.9	150.9		6.7	6.7		6.7	
Effective Green, g (s)	157.3	152.9	152.9	157.3	152.9	152.9		6.7	6.7		6.7	
Actuated g/C Ratio	0.87	0.85	0.85	0.87	0.85	0.85		0.04	0.04		0.04	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	119	4319	1344	84	4319	1523		51	58		58	
v/s Ratio Prot	0.00	c0.85		c0.01	0.49							
v/s Ratio Perm	0.16		0.01	0.22		0.02		c0.02	0.00		0.01	
v/c Ratio	0.18	1.00	0.01	0.26	0.57	0.02		0.43	0.01		0.40	
Uniform Delay, d1	3.2	13.2	2.1	63.8	4.0	2.1		84.8	83.4		84.7	
Progression Factor	1.00	1.00	1.00	2.50	0.83	0.00		1.00	1.00		1.00	
Incremental Delay, d2	0.3	12.7	0.0	0.5	0.5	0.0		2.1	0.0		1.6	
Delay (s)	3.5	25.9	2.1	160.2	3.8	0.0		86.9	83.5		86.3	
Level of Service	A	C	A	F	A	A		F	F		F	
Approach Delay (s)		25.7			5.1			85.8			86.3	
Approach LOS		C			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	4200	40	30	2520	30	40	30	50	0	0	30
Future Volume (vph)	30	4200	40	30	2520	30	40	30	50	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.91				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1770	5085	1583	1770	5076		1770	1687				1611
Flt Permitted	0.03	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	62	5085	1583	1770	5076		1770	1687				1611
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	4667	44	33	2800	33	44	33	56	0	0	33
RTOR Reduction (vph)	0	0	7	0	1	0	0	28	0	0	0	0
Lane Group Flow (vph)	33	4667	37	33	2832	0	44	61	0	0	0	33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	150.8	150.8	150.8	3.2	161.0		6.0	6.0				180.0
Effective Green, g (s)	152.8	152.8	152.8	5.2	163.0		6.0	6.0				180.0
Actuated g/C Ratio	0.85	0.85	0.85	0.03	0.91		0.03	0.03				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	52	4316	1343	51	4596		59	56				1611
v/s Ratio Prot		c0.92		0.02	c0.56		0.02	c0.04				
v/s Ratio Perm	0.53		0.02									0.02
v/c Ratio	0.63	1.08	0.03	0.65	0.62		0.75	1.09				0.02
Uniform Delay, d1	4.5	13.6	2.1	86.5	1.8		86.2	87.0				0.0
Progression Factor	0.97	0.81	1.89	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	5.2	37.1	0.0	19.2	0.6		35.5	147.0				0.0
Delay (s)	9.6	48.2	4.0	105.7	2.4		121.8	234.0				0.0
Level of Service	A	D	A	F	A		F	F				A
Approach Delay (s)		47.5			3.6			196.9			0.0	
Approach LOS		D			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	1870	400	860	3570	0	0	0	0	270	0	320
Future Volume (vph)	0	1870	400	860	3570	0	0	0	0	270	0	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1968	421	905	3758	0	0	0	0	284	0	337
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1968	421	905	3758	0	0	0	0	284	0	337
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		60.0	130.0	38.0	105.0					12.0		130.0
Effective Green, g (s)		62.0	130.0	40.0	107.0					14.0		130.0
Actuated g/C Ratio		0.48	1.00	0.31	0.82					0.11		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		2378	1553	1036	4105					362		1553
v/s Ratio Prot		0.39		0.27	c0.75					c0.08		
v/s Ratio Perm			0.27									0.22
v/c Ratio		0.83	0.27	0.87	0.92					0.78		0.22
Uniform Delay, d1		29.4	0.0	42.6	8.3					56.5		0.0
Progression Factor		0.82	1.00	0.77	0.66					1.00		1.00
Incremental Delay, d2		2.9	0.4	4.1	2.2					10.6		0.3
Delay (s)		27.1	0.4	37.0	7.6					67.2		0.3
Level of Service		C	A	D	A					E		A
Approach Delay (s)		22.4			13.3			0.0			30.9	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1920	220	490	3720	710	610
Future Volume (vph)	1920	220	490	3720	710	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	2133	232	516	4133	747	642
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2133	232	516	4133	747	642
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	62.6	130.0	24.6	94.2	22.8	54.4
Effective Green, g (s)	64.6	130.0	26.6	96.2	24.8	51.4
Actuated g/C Ratio	0.50	1.00	0.20	0.74	0.19	0.40
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	2526	939	682	4741	924	1386
v/s Ratio Prot	0.42		0.15	c0.64	c0.15	0.18
v/s Ratio Perm		0.25				
v/c Ratio	0.84	0.25	0.76	0.87	0.81	0.46
Uniform Delay, d1	28.3	0.0	48.7	12.4	50.3	29.1
Progression Factor	0.17	1.00	0.79	0.31	1.00	1.00
Incremental Delay, d2	2.4	0.4	0.4	0.2	5.3	0.2
Delay (s)	7.4	0.4	39.0	4.0	55.6	29.3
Level of Service	A	A	D	A	E	C
Approach Delay (s)	6.7			7.9	43.5	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	2210	20	20	3860	10	30	10	50	10	10	30
Future Volume (vph)	20	2210	20	20	3860	10	30	10	50	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1795	1583		1695	
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00		0.82	1.00		0.92	
Satd. Flow (perm)	73	5085	1583	83	5085	1794		1531	1583		1573	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	2456	22	22	4289	11	33	11	56	11	11	33
RTOR Reduction (vph)	0	0	5	0	0	2	0	0	53	0	31	0
Lane Group Flow (vph)	22	2456	17	22	4289	9	0	44	3	0	24	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	102.6	100.2	100.2	102.6	100.2	100.2		7.4	7.4		7.4	
Effective Green, g (s)	106.6	102.2	102.2	106.6	102.2	102.2		7.4	7.4		7.4	
Actuated g/C Ratio	0.82	0.79	0.79	0.82	0.79	0.79		0.06	0.06		0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	117	3997	1244	125	3997	1410		87	90		89	
v/s Ratio Prot	c0.01	0.48		0.01	c0.84							
v/s Ratio Perm	0.15		0.01	0.14		0.00		c0.03	0.00		0.02	
v/c Ratio	0.19	0.61	0.01	0.18	1.07	0.01		0.51	0.04		0.27	
Uniform Delay, d1	39.7	5.8	3.0	4.6	13.9	3.0		59.5	57.9		58.7	
Progression Factor	1.00	1.00	1.00	1.18	0.75	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.3	0.7	0.0	0.1	36.2	0.0		1.7	0.1		0.6	
Delay (s)	39.9	6.5	3.0	5.6	46.7	3.0		61.2	58.0		59.3	
Level of Service	D	A	A	A	D	A		E	E		E	
Approach Delay (s)		6.7			46.4			59.4			59.3	
Approach LOS		A			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	2400	80	60	3840	50	340	30	130	0	0	30
Future Volume (vph)	50	2400	80	60	3840	50	340	30	130	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1736	4988	1553	1736	4978		1736	1605				1580
Flt Permitted	0.05	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	86	4988	1553	1736	4978		1736	1605				1580
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	2526	84	63	4042	53	358	32	137	0	0	32
RTOR Reduction (vph)	0	0	29	0	1	0	0	45	0	0	0	0
Lane Group Flow (vph)	53	2526	55	63	4094	0	358	124	0	0	0	32
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	83.0	83.0	83.0	4.0	94.0		23.0	23.0				130.0
Effective Green, g (s)	85.0	85.0	85.0	6.0	96.0		23.0	23.0				130.0
Actuated g/C Ratio	0.65	0.65	0.65	0.05	0.74		0.18	0.18				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	56	3261	1015	80	3676		307	283				1580
v/s Ratio Prot		0.51		0.04	c0.82		c0.21	0.08				
v/s Ratio Perm	0.62		0.04									0.02
v/c Ratio	0.95	0.77	0.05	0.79	1.11		1.17	0.44				0.02
Uniform Delay, d1	20.4	15.8	8.1	61.4	17.0		53.5	47.7				0.0
Progression Factor	0.53	0.48	0.55	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	83.1	1.2	0.1	36.3	55.6		104.3	0.4				0.0
Delay (s)	93.9	8.7	4.5	97.6	72.6		157.8	48.1				0.0
Level of Service	F	A	A	F	E		F	D				A
Approach Delay (s)		10.3			73.0			122.6			0.0	
Approach LOS		B			E			F			A	

Intersection Summary			
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	2560	60	40	2770	70	50	40	90	50	60	180
Future Volume (vph)	210	2560	60	40	2770	70	50	40	90	50	60	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6384			1812	1583		1692	
Flt Permitted	0.06	1.00		0.95	1.00			0.38	1.00		0.92	
Satd. Flow (perm)	112	3610		1770	6384			706	1583		1563	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	2844	67	44	3078	78	56	44	100	56	67	200
RTOR Reduction (vph)	0	40	0	0	3	0	0	0	88	0	4	0
Lane Group Flow (vph)	233	2871	0	44	3153	0	0	100	12	0	319	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	64.6	64.6		2.4	74.0			12.0	12.0		12.0	
Effective Green, g (s)	66.6	66.6		4.4	76.0			12.0	12.0		12.0	
Actuated g/C Ratio	0.67	0.67		0.04	0.76			0.12	0.12		0.12	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	74	2404		77	4851			84	189		187	
v/s Ratio Prot				0.02	c0.49							
v/s Ratio Perm	c2.08	0.80						0.14	0.01		c0.20	
v/c Ratio	3.15	1.19		0.57	0.65			1.19	0.06		1.71	
Uniform Delay, d1	16.7	16.7		46.9	5.7			44.0	39.0		44.0	
Progression Factor	0.49	0.46		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	987.2	90.0		9.8	0.7			158.3	0.1		340.5	
Delay (s)	995.4	97.7		56.7	6.4			202.3	39.1		384.5	
Level of Service	F	F		E	A			F	D		F	
Approach Delay (s)					7.1			120.7			384.5	
Approach LOS					A			F			F	

Intersection Summary			
HCM 2000 Control Delay	100.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	2060	40	40	2120	840	50	30	40	730	10	650
Future Volume (vph)	370	2060	40	40	2120	840	50	30	40	730	10	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.86	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	6328		1752	6346	2707	1665	1617	1490	1633	1639	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	6328		1752	6346	2707	1665	1617	1490	1633	1639	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	389	2289	44	44	2356	884	56	32	44	768	11	684
RTOR Reduction (vph)	0	2	0	0	0	0	0	4	37	0	0	0
Lane Group Flow (vph)	389	2331	0	44	2356	884	45	43	3	392	387	684
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	12.8	41.6		2.4	31.2	100.0	4.8	4.8	4.8	23.2	23.2	100.0
Effective Green, g (s)	14.8	43.6		4.4	33.2	100.0	6.8	6.8	6.8	25.2	25.2	100.0
Actuated g/C Ratio	0.15	0.44		0.04	0.33	1.00	0.07	0.07	0.07	0.25	0.25	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	493	2759		77	2106	2707	113	109	101	411	413	2707
v/s Ratio Prot	c0.12	c0.37		0.03	c0.37		0.03	0.03		c0.24	0.24	
v/s Ratio Perm						c0.33			0.00			0.25
v/c Ratio	0.79	0.84		0.57	1.12	0.33	0.40	0.40	0.03	0.95	0.94	0.25
Uniform Delay, d1	41.1	25.2		46.9	33.4	0.0	44.6	44.6	43.5	36.8	36.6	0.0
Progression Factor	0.70	0.30		0.92	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	1.3		4.2	58.4	0.2	0.8	0.9	0.0	32.2	28.3	0.2
Delay (s)	31.8	8.9		47.2	86.1	0.2	45.5	45.5	43.6	69.1	65.0	0.2
Level of Service	C	A		D	F	A	D	D	D	E	E	A
Approach Delay (s)		12.2			62.4			44.9			35.8	
Approach LOS		B			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1640	210	590	2140	90	290	110	720	110	50	10
Future Volume (vph)	10	1640	210	590	2140	90	290	110	720	110	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.86		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	6369		1770	1572	1504	3433	1817	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	6369		1770	1572	1504	3433	1817	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	1822	233	656	2378	100	322	122	800	122	56	11
RTOR Reduction (vph)	0	0	182	0	6	0	0	102	102	0	8	0
Lane Group Flow (vph)	11	1822	51	656	2472	0	322	372	346	122	59	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	20.0	20.0	23.6	42.8		22.8	24.4	48.0	4.0	5.6	
Effective Green, g (s)	2.8	22.0	22.0	25.6	44.8		22.8	24.4	48.0	4.0	5.6	
Actuated g/C Ratio	0.03	0.22	0.22	0.26	0.45		0.23	0.24	0.48	0.04	0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	49	1409	348	878	2853		403	383	721	137	101	
v/s Ratio Prot	0.01	c0.28		0.19	c0.39		c0.18	c0.24	0.11	0.04	0.03	
v/s Ratio Perm			0.03						0.12			
v/c Ratio	0.22	1.29	0.15	0.75	0.87		0.80	0.97	0.48	0.89	0.59	
Uniform Delay, d1	47.5	39.0	31.4	34.2	24.9		36.4	37.5	17.6	47.8	46.1	
Progression Factor	1.00	1.00	1.00	0.56	0.25		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	137.3	0.9	1.7	2.2		9.9	38.1	0.2	44.9	5.5	
Delay (s)	48.4	176.3	32.3	21.1	8.4		46.4	75.5	17.8	92.6	51.6	
Level of Service	D	F	C	C	A		D	E	B	F	D	
Approach Delay (s)		159.4			11.0			47.2			78.1	
Approach LOS		F			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	65.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1630	60	50	4130	50	70	60	50	80	40	260
Future Volume (vph)	120	1630	60	50	4130	50	70	60	50	80	40	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6396			1814	1583		1673	
Flt Permitted	0.06	1.00		0.95	1.00			0.38	1.00		0.87	
Satd. Flow (perm)	121	3610		1770	6396			708	1583		1466	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	1811	67	56	4589	56	78	67	56	89	44	289
RTOR Reduction (vph)	0	46	0	0	2	0	0	0	47	0	0	0
Lane Group Flow (vph)	133	1832	0	56	4643	0	0	145	9	0	422	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	59.8	59.8		3.2	70.0			16.0	16.0		16.0	
Effective Green, g (s)	61.8	61.8		5.2	72.0			16.0	16.0		16.0	
Actuated g/C Ratio	0.62	0.62		0.05	0.72			0.16	0.16		0.16	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	74	2230		92	4605			113	253		234	
v/s Ratio Prot				0.03	c0.73							
v/s Ratio Perm	c1.10	0.51						0.20	0.01		c0.29	
v/c Ratio	1.80	0.82		0.61	1.01			1.28	0.04		1.80	
Uniform Delay, d1	19.1	14.8		46.4	14.0			42.0	35.5		42.0	
Progression Factor	0.59	0.39		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	402.4	3.2		10.9	15.3			178.9	0.0		378.1	
Delay (s)	413.7	9.0		57.3	29.3			220.9	35.5		420.1	
Level of Service	F	A		E	C			F	D		F	
Approach Delay (s)					29.7			169.2			420.1	
Approach LOS					C			F			F	

Intersection Summary			
HCM 2000 Control Delay	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	105.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	1690	80	60	2340	2060	60	70	70	50	10	810
Future Volume (vph)	260	1690	80	60	2340	2060	60	70	70	50	10	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.86	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3335	6303		1752	6346	2707	1665	1623	1490	1633	1664	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3335	6303		1752	6346	2707	1665	1623	1490	1633	1664	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	274	1878	89	67	2600	2168	67	74	78	53	11	853
RTOR Reduction (vph)	0	6	0	0	0	0	0	4	64	0	0	0
Lane Group Flow (vph)	274	1961	0	67	2600	2168	60	85	6	32	32	853
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	10.6	55.2		5.6	50.2	100.0	6.4	6.4	6.4	4.8	4.8	100.0
Effective Green, g (s)	12.6	57.2		7.6	52.2	100.0	8.4	8.4	8.4	6.8	6.8	100.0
Actuated g/C Ratio	0.13	0.57		0.08	0.52	1.00	0.08	0.08	0.08	0.07	0.07	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	420	3605		133	3312	2707	139	136	125	111	113	2707
v/s Ratio Prot	0.08	0.31		0.04	0.41		0.04	0.05		0.02	0.02	
v/s Ratio Perm						c0.80			0.00			0.32
v/c Ratio	0.65	0.54		0.50	0.79	0.80	0.43	0.63	0.05	0.29	0.28	0.32
Uniform Delay, d1	41.6	13.3		44.4	19.4	0.0	43.5	44.3	42.1	44.3	44.3	0.0
Progression Factor	1.15	0.43		0.90	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.3		0.1	0.2	0.2	0.8	6.4	0.1	0.5	0.5	0.3
Delay (s)	49.5	6.1		40.2	15.9	0.2	44.3	50.6	42.2	44.8	44.8	0.3
Level of Service	D	A		D	B	A	D	D	D	D	D	A
Approach Delay (s)		11.4			9.2			46.2			3.4	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1120	340	670	2450	90	390	100	710	200	110	50
Future Volume (vph)	40	1120	340	670	2450	90	390	100	710	200	110	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.86		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	6374		1770	1568	1504	3433	1775	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	6374		1770	1568	1504	3433	1775	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	1244	378	744	2722	100	433	111	789	222	122	56
RTOR Reduction (vph)	0	0	302	0	5	0	0	112	104	0	17	0
Lane Group Flow (vph)	44	1244	76	744	2817	0	433	346	338	222	161	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	2.4	18.2	18.2	22.8	38.6		23.0	24.0	46.8	7.0	8.0	
Effective Green, g (s)	4.4	20.2	20.2	24.8	40.6		23.0	24.0	46.8	7.0	8.0	
Actuated g/C Ratio	0.04	0.20	0.20	0.25	0.41		0.23	0.24	0.47	0.07	0.08	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	77	1294	319	851	2587		407	376	703	240	142	
v/s Ratio Prot	0.02	c0.19		0.22	c0.44		c0.24	0.22	0.11	0.06	c0.09	
v/s Ratio Perm			0.05						0.12			
v/c Ratio	0.57	0.96	0.24	0.87	1.09		1.06	0.92	0.48	0.93	1.14	
Uniform Delay, d1	46.9	39.5	33.5	36.1	29.7		38.5	37.1	18.3	46.2	46.0	
Progression Factor	1.00	1.00	1.00	0.67	0.54		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.2	17.3	1.8	7.7	45.9		62.6	26.4	0.2	37.5	117.0	
Delay (s)	53.1	56.8	35.2	31.8	61.8		101.1	63.4	18.4	83.7	163.0	
Level of Service	D	E	D	C	E		F	E	B	F	F	
Approach Delay (s)		51.8			55.5			60.7			119.0	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	59.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX G

2020 & 2040 No-Build Freeway HCS Analysis

FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1820ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4435	0.95	3	0	1.5	1.2	0.985	1.00	4738
V_{RF}	345	0.92	2	0	1.5	1.2	0.990	1.00	379
V_{FR}	810	0.92	2	0	1.5	1.2	0.990	1.00	889
V_{RR}	0	0.92	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4738							V =	6006
V_W	1268								
VR	0.211								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1268 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1640 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1192 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2832 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	604

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5924 veh/h	Weaving intensity factor, W	0.320
Weaving segment capacity, c_w	8603 veh/h	Weaving segment speed, S	54.3 mph
Weaving segment v/c ratio	0.689	Average weaving speed, S_W	56.7 mph
Weaving segment density, D	27.7 pc/mi/ln	Average non-weaving speed, S_{NW}	53.7 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	4650 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4780*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1702*	pc/h/ln
S	*67.1*	mph
D = v_p / S	*25.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 3-On Ramp from Sample
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A	500	☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	1950 ft
V_u =	veh/h	Freeway Volume, V_F	4780	V_D =	890 veh/h
		Ramp Volume, V_R	1250		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4780	0.95	Level	3	0	0.985	1.00	5107
Ramp	1250	0.92	Level	2	0	0.990	1.00	1372
UpStream								
DownStream	890	0.92	Level	2	0	0.990	1.00	977

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.591 using Equation (Exhibit 13-6)

V_{12} = 3021 pc/h

V_3 or V_{av34} 2086 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3021 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6479	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4393	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 36.0 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

M_S = 0.586 (Exibit 13-11)

S_R= 53.6 mph (Exhibit 13-11)

S_0= 64.3 mph (Exhibit 13-11)

S = 56.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6030*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2148*	pc/h/ln
S	*59.6*	mph
D = v_p / S	*36.1*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	600	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	5545 ft
V_u =	veh/h	Freeway Volume, V_F	6030	V_D =	1070 veh/h
		Ramp Volume, V_R	890		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6030	0.95	Level	3	0	0.985	1.00	6443
Ramp	890	0.92	Level	2	0	0.990	1.00	977
UpStream								
DownStream	1070	0.92	Level	2	0	0.990	1.00	1175

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 6760.64 (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 3894 pc/h

V_3 or V_{av34} 2549 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3894 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7420	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5338	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 42.9 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 1.073 (Exibit 13-11)

S_R= 40.0 mph (Exhibit 13-11)

S_0= 64.3 mph (Exhibit 13-11)

S = 44.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6920*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2464*	pc/h/ln
S	*51.5*	mph
D = v_p / S	*47.9*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 7-Off Ramp to 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	250	L_{down} =	1370 ft
V_u =	veh/h	Freeway Volume, V_F	6920	V_D =	1460 veh/h
		Ramp Volume, V_R	1070		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6920	0.95	Level	3	0	0.985	1.00	7393
Ramp	1070	0.92	Level	2	0	0.990	1.00	1175
UpStream								
DownStream	1460	0.92	Level	2	0	0.990	1.00	1603

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.521 using Equation (Exhibit 13-7)

V_{12} = 4415 pc/h

V_3 or V_{av34} 2978 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = 4693 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7393	Exhibit 13-8	7200	Yes
$V_{FO} = V_F - V_R$	6218	Exhibit 13-8	7200	No
V_R	1175	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4415	Exhibit 13-8	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 42.4 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

D_s = 0.404 (Exhibit 13-12)

S_R= 58.7 mph (Exhibit 13-12)

S_0= 70.2 mph (Exhibit 13-12)

S = 62.4 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & On 10th St*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5850*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2083*	pc/h/ln
S	*61.0*	mph
D = v_p / S	*34.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1345	☑ No	☐ Off
L_{up} =	1370 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1070 veh/h	Freeway Volume, V_F	5850	V_D =	veh/h
		Ramp Volume, V_R	1460		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5850	0.95	Level	3	0	0.985	1.00	6250
Ramp	1460	0.92	Level	2	0	0.990	1.00	1603
UpStream	1070	0.92	Level	2	0	0.990	1.00	1175
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2490.72 (Equation 13-6 or 13-7)

P_{FM} = 0.544 using Equation (Exhibit 13-6)

V_{12} = 3402 pc/h

V_3 or V_{av34} 2848 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3571 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7853	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5174	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 36.7 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 0.875 (Exibit 13-11)

S_R= 45.5 mph (Exhibit 13-11)

S_0= 61.2 mph (Exhibit 13-11)

S = 49.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7310*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2603*	pc/h/ln
S	*47.2*	mph
D = v_p / S	*55.2*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-Off Ramp Hillsboro EB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	3085 ft	Deceleration Lane Length L_D	220	L_{down} =	ft
V_u =	1460 veh/h	Freeway Volume, V_F	7310	V_D =	veh/h
		Ramp Volume, V_R	720		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	7310	0.95	Level	3	0	0.985	1.00	7810
Ramp	720	0.92	Level	2	0	0.990	1.00	790
UpStream	1460	0.92	Level	2	0	0.990	1.00	1603
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 8410.72 (Equation 13-12 or 13-13)

P_{FD} = 0.528 using Equation (Exhibit 13-7)

V_{12} = 4499 pc/h

V_3 or V_{av34} 3311 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = 5110 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7810	Exhibit 13-8	7200	Yes
$V_{FO} = V_F - V_R$	7020	Exhibit 13-8	7200	No
V_R	790	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4499	Exhibit 13-8	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 46.2 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

D_s = 0.369 (Exhibit 13-12)

S_R = 59.7 mph (Exhibit 13-12)

S_0 = 70.2 mph (Exhibit 13-12)

S = 62.9 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6590*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2347*	pc/h/ln
S	*54.7*	mph
D = v_p / S	*42.9*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off Hillsboro
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	790ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	6000	0.95	3	0	1.5	1.2	0.985	1.00	6411
V_{RF}	560	0.92	2	0	1.5	1.2	0.990	1.00	615
V_{FR}	590	0.92	2	0	1.5	1.2	0.990	1.00	648
V_{RR}	0	0.95	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	6411							V =	7674
V_W	1263								
VR	0.165								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1263 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1474 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	978 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2452 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	355

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7566 veh/h	Weaving intensity factor, W	0.552
Weaving segment capacity, c_w	8437 veh/h	Weaving segment speed, S	51.5 mph
Weaving segment v/c ratio	0.897	Average weaving speed, S_W	50.4 mph
Weaving segment density, D	37.3 pc/mi/ln	Average non-weaving speed, S_{NW}	51.7 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	4177 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6560*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2336*	pc/h/ln
S	*55.0*	mph
D = v_p / S	*42.4*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 15-Bet On & Off to Exp
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4665ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5275	0.95	3	0	1.5	1.2	0.985	1.00	5636
V_{RF}	635	0.92	2	0	1.5	1.2	0.990	1.00	697
V_{FR}	1285	0.92	2	0	1.5	1.2	0.990	1.00	1411
V_{RR}	75	0.92	2	0	1.5	1.2	0.990	1.00	82
V_{NW}	7744							V =	7826
V_W	82								
VR	0.010								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7722 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6831 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.130	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	5824 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 16-North of Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5910*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*4*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2115*	pc/h/ln
S	*60.3*	mph
D = v_p / S	*35.1*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1820ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4400	0.95	3	0	1.5	1.2	0.985	1.00	4701
V_{RF}	410	0.92	2	0	1.5	1.2	0.990	1.00	450
V_{FR}	1570	0.92	2	0	1.5	1.2	0.990	1.00	1724
V_{RR}	0	0.92	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4701							V =	6875
V_W	2174								
VR	0.316								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2174 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2546 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1184 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3730 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	599

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6784 veh/h	Weaving intensity factor, W	0.398
Weaving segment capacity, c_w	7478 veh/h	Weaving segment speed, S	48.4 mph
Weaving segment v/c ratio	0.907	Average weaving speed, S_W	54.3 mph
Weaving segment density, D	35.5 pc/mi/ln	Average non-weaving speed, S_{NW}	46.1 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	5759 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4810*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1713*	pc/h/ln
S	*66.9*	mph
D = v_p / S	*25.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 3-On Ramp from Sample
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A	500	☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	1950 ft
V_u =	veh/h	Freeway Volume, V_F	4810	V_D =	730 veh/h
		Ramp Volume, V_R	970		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4810	0.95	Level	3	0	0.985	1.00	5139
Ramp	970	0.92	Level	2	0	0.990	1.00	1065
UpStream								
DownStream	730	0.92	Level	2	0	0.990	1.00	801

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.591 using Equation (Exhibit 13-6)

V_{12} = 3040 pc/h

V_3 or V_{av34} 2099 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3040 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6204	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4105	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 33.9 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.508 (Exibit 13-11)

S_R= 55.8 mph (Exhibit 13-11)

S_0= 64.2 mph (Exhibit 13-11)

S = 58.4 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 4-Bet On from Sample & Exp*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5780*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2058*	pc/h/ln
S	*61.5*	mph
D = v_p / S	*33.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	600	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	5545 ft
V_u =	veh/h	Freeway Volume, V_F	5780	V_D =	1300 veh/h
		Ramp Volume, V_R	730		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5780	0.95	Level	3	0	0.985	1.00	6175
Ramp	730	0.92	Level	2	0	0.990	1.00	801
UpStream								
DownStream	1300	0.92	Level	2	0	0.990	1.00	1427

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 8210.59 (Equation 13-6 or 13-7)

P_{FM} = 0.616 using Equation (Exhibit 13-6)

V_{12} = 3806 pc/h

V_3 or V_{av34} 2369 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3806 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6976	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5063	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 40.8 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

M_S = 0.877 (Exibit 13-11)

S_R= 45.4 mph (Exhibit 13-11)

S_0= 64.9 mph (Exhibit 13-11)

S = 49.5 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 6-Bet Exp On & Off to 10th*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2020*

Project Description *I-95 AT HILLSBORO BOULEVARD IMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6510*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2318*	pc/h/ln
S	*55.5*	mph
D = v_p / S	*41.8*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 7-Off Ramp to 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	250	L_{down} =	1370 ft
V_u =	veh/h	Freeway Volume, V_F	6510	V_D =	1160 veh/h
		Ramp Volume, V_R	1300		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6510	0.95	Level	3	0	0.985	1.00	6955
Ramp	1300	0.92	Level	2	0	0.990	1.00	1427
UpStream								
DownStream	1160	0.92	Level	2	0	0.990	1.00	1273

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.520 using Equation (Exhibit 13-7)

V_{12} = 4304 pc/h

V_3 or V_{av34} 2651 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6955	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5528	Exhibit 13-8	7200	No
V_R	1427	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4304	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 39.0 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.426 (Exhibit 13-12)

S_R= 58.1 mph (Exhibit 13-12)

S_0= 70.4 mph (Exhibit 13-12)

S = 62.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 8-Bet Off & On 10th St*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5210*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1855*	pc/h/ln
S	*65.0*	mph
D = v_p / S	*28.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1345	☑ No	☐ Off
L_{up} =	1370 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1300 veh/h	Freeway Volume, V_F	5210	V_D =	veh/h
		Ramp Volume, V_R	1160		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5210	0.95	Level	3	0	0.985	1.00	5566
Ramp	1160	0.92	Level	2	0	0.990	1.00	1273
UpStream	1300	0.92	Level	2	0	0.990	1.00	1427
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2273.73 (Equation 13-6 or 13-7)

P_{FM} = 0.558 using Equation (Exhibit 13-6)

V_{12} = 3106 pc/h

V_3 or V_{av34} 2460 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3180 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6839	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4453	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 31.2 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.521 (Exibit 13-11)

S_R= 55.4 mph (Exhibit 13-11)

S_0= 63.0 mph (Exhibit 13-11)

S = 57.8 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6370*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2269*	pc/h/ln
S	*56.7*	mph
D = v_p / S	*40.0*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	3085 ft	Deceleration Lane Length L_D	220	L_{down} =	ft
V_u =	1160 veh/h	Freeway Volume, V_F	6370	V_D =	veh/h
		Ramp Volume, V_R	680		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6370	0.95	Level	3	0	0.985	1.00	6806
Ramp	680	0.92	Level	2	0	0.990	1.00	747
UpStream	1160	0.92	Level	2	0	0.990	1.00	1273
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 7454.65 (Equation 13-12 or 13-13)

P_{FD} = 0.555 using Equation (Exhibit 13-7)

V_{12} = 4113 pc/h

V_3 or V_{av34} 2693 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6806	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	6059	Exhibit 13-8	7200	No
V_R	747	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4113	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.6 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.365 (Exhibit 13-12)

S_R= 59.8 mph (Exhibit 13-12)

S_0= 70.2 mph (Exhibit 13-12)

S = 63.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5690*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2026*	pc/h/ln
S	*62.1*	mph
D = v_p / S	*32.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off Hillsboro
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	790ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5060	0.95	3	0	1.5	1.2	0.985	1.00	5406
V_{RF}	630	0.92	2	0	1.5	1.2	0.990	1.00	692
V_{FR}	630	0.92	2	0	1.5	1.2	0.990	1.00	692
V_{RR}	0	0.95	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	5406							V =	6790
V_W	1384								
VR	0.204								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1384 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1595 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	771 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2366 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	299

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6696 veh/h	Weaving intensity factor, W	0.537
Weaving segment capacity, c_w	8315 veh/h	Weaving segment speed, S	51.7 mph
Weaving segment v/c ratio	0.805	Average weaving speed, S_W	50.8 mph
Weaving segment density, D	32.9 pc/mi/ln	Average non-weaving speed, S_{NW}	51.9 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4575 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5690*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2026*	pc/h/ln
S	*62.1*	mph
D = v_p / S	*32.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 15-Bet On & Off to Exp
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4665ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4665	0.95	3	0	1.5	1.2	0.985	1.00	4984
V_{RF}	575	0.92	2	0	1.5	1.2	0.990	1.00	631
V_{FR}	1025	0.92	2	0	1.5	1.2	0.990	1.00	1125
V_{RR}	65	0.92	2	0	1.5	1.2	0.990	1.00	71
V_{NW}	6740							V =	6811
V_W	71								
VR	0.010								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	213 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	568 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3192 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	3760 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2201

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6721 veh/h	Weaving intensity factor, W	0.191
Weaving segment capacity, c_w	6831 veh/h	Weaving segment speed, S	57.6 mph
Weaving segment v/c ratio	0.984	Average weaving speed, S_W	61.2 mph
Weaving segment density, D	39.4 pc/mi/ln	Average non-weaving speed, S_{NW}	57.6 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	5824 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 16-North of Hillsboro*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5240*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f_{LW}		mph
Number of Lanes, N	*3*		f_{LC}		mph
Total Ramp Density, TRD		ramps/mi	TRD Adjustment		mph
FFS (measured)	*70.0*	mph	FFS	*70.0*	mph
Base free-flow Speed, BFFS		mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1866*	pc/h/ln	Design LOS	
S	*64.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*28.8*	pc/mi/ln	S	mph
LOS	*D*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4540*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1625*	pc/h/ln
S	*67.9*	mph
D = v_p / S	*23.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5085ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3440	0.95	3	0	1.5	1.2	0.985	1.00	3675
V_{RF}	1070	0.92	2	0	1.5	1.2	0.990	1.00	1175
V_{FR}	1100	0.92	2	0	1.5	1.2	0.990	1.00	1208
V_{RR}	120	0.92	2	0	1.5	1.2	0.990	1.00	132
V_{NW}	3807							V =	6190
V_W	2383								
VR	0.385								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	0 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	371 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	2538 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	2909 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	1355

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6111 veh/h	Weaving intensity factor, W	0.145
Weaving segment capacity, c_w	6142 veh/h	Weaving segment speed, S	61.2 mph
Weaving segment v/c ratio	0.995	Average weaving speed, S_W	63.0 mph
Weaving segment density, D	33.7 pc/mi/ln	Average non-weaving speed, S_{NW}	60.1 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	6513 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4510*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1606*	pc/h/ln
S	*68.1*	mph
D = v_p / S	*23.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	950	☑ No	☐ Off
L_{up} =	2175 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1220 veh/h	Freeway Volume, V_F	4510	V_D =	veh/h
		Ramp Volume, V_R	630		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4510	0.95	Level	3	0	0.985	1.00	4819
Ramp	630	0.92	Level	2	0	0.990	1.00	692
UpStream	1220	0.92	Level	2	0	0.990	1.00	1339
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1814.15 (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 2911 pc/h

V_3 or V_{av34} 1908 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2911 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5511	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3603	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 27.3 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.369 (Exibit 13-11)

S_R= 59.7 mph (Exhibit 13-11)

S_0= 64.9 mph (Exhibit 13-11)

S = 61.4 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I95/SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet WB On & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5140*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1831*	pc/h/ln
S	*65.4*	mph
D = v_p / S	*28.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 6- Bet Hillsboro & 10th St
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1830ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3960	0.95	3	0	1.5	1.2	0.985	1.00	4231
V_{RF}	740	0.92	2	0	1.5	1.2	0.990	1.00	812
V_{FR}	1180	0.92	2	0	1.5	1.2	0.990	1.00	1295
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4231							V =	6338
V_W	2107								
VR	0.332								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	812 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1185 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1093 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	2278 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	542

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6256 veh/h	Weaving intensity factor, W	0.269
Weaving segment capacity, c_w	7113 veh/h	Weaving segment speed, S	57.1 mph
Weaving segment v/c ratio	0.879	Average weaving speed, S_W	58.4 mph
Weaving segment density, D	27.7 pc/mi/ln	Average non-weaving speed, S_{NW}	56.5 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5934 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4700*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1674*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 8-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description I-95 AT HILLSBORO BOULEVARD IMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1470	☑ No	☐ Off
L_{up} =	2210 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1180 veh/h	Freeway Volume, V_F	4700	V_D =	veh/h
		Ramp Volume, V_R	1220		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4700	0.95	Level	3	0	0.985	1.00	5022
Ramp	1220	0.92	Level	2	0	0.990	1.00	1339
UpStream	1180	0.92	Level	2	0	0.990	1.00	1295
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2226.93 (Equation 13-6 or 13-7)

P_{FM} = 0.617 using Equation (Exhibit 13-6)

V_{12} = 3101 pc/h

V_3 or V_{av34} 1921 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3101 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6361	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4440	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 30.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.505 (Exibit 13-11)

S_R= 55.9 mph (Exhibit 13-11)

S_0= 64.9 mph (Exhibit 13-11)

S = 58.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5920*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2108*	pc/h/ln
S	*60.4*	mph
D = v_p / S	*34.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	6000 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1220 veh/h	Freeway Volume, V_F	5920	V_D =	veh/h
		Ramp Volume, V_R	860		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5920	0.95	Level	3	0	0.985	1.00	6325
Ramp	860	0.92	Level	2	0	0.990	1.00	944
UpStream	1220	0.92	Level	2	0	0.990	1.00	1339
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 9251.65 (Equation 13-12 or 13-13)

P_{FD} = 0.558 using Equation (Exhibit 13-7)

V_{12} = 3949 pc/h

V_3 or V_{av34} 2376 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6325	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5381	Exhibit 13-8	7200	No
V_R	944	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3949	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.2 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.383 (Exhibit 13-12)

S_R= 59.3 mph (Exhibit 13-12)

S_0= 72.2 mph (Exhibit 13-12)

S = 63.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5060*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1802*	pc/h/ln
S	*65.8*	mph
D = v_p / S	*27.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 12- Diverge to Sample Rd
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2000 ft

V_u = 860 veh/h

Freeway Number of Lanes, N	3
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	
Deceleration Lane Length L_D	250
Freeway Volume, V_F	5060
Ramp Volume, V_R	880
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	45.0

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5060	0.95	Level	3	0	0.985	1.00	5406
Ramp	880	0.92	Level	2	0	0.990	1.00	966
UpStream	860	0.92	Level	2	0	0.990	1.00	944
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.580 using Equation (Exhibit 13-7)

V_{12} = 3543 pc/h

V_3 or V_{av34} 1863 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5406	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4440	Exhibit 13-8	7200	No
V_R	966	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3543	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.0 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.385 (Exhibit 13-12)

S_R= 59.2 mph (Exhibit 13-12)

S_0= 74.1 mph (Exhibit 13-12)

S = 63.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4180*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1489*	pc/h/ln
S	*69.0*	mph
D = v_p / S	*21.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1650ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3575	0.95	3	0	1.5	1.2	0.985	1.00	3820
V_{RF}	1790	0.92	2	0	1.5	1.2	0.990	1.00	1965
V_{FR}	605	0.92	2	0	1.5	1.2	0.990	1.00	664
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	3820							V =	6449
V_W	2629								
VR	0.408								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	551

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6367 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5800 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.098	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6767 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4990*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1786*	pc/h/ln
S	*66.0*	mph
D = v_p / S	*27.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	No-Build 2020

Project Description I-95 AT HILLSBORO BOULEVARD IMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5085ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4055	0.95	3	0	1.5	1.2	0.985	1.00	4332
V_{RF}	1105	0.92	2	0	1.5	1.2	0.990	1.00	1213
V_{FR}	935	0.92	2	0	1.5	1.2	0.990	1.00	1026
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	6571							V =	6708
V_W	137								
VR	0.020								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	782 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3154 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	3936 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2339

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6622 veh/h	Weaving intensity factor, W	0.185
Weaving segment capacity, c_w	6904 veh/h	Weaving segment speed, S	56.4 mph
Weaving segment v/c ratio	0.959	Average weaving speed, S_W	61.4 mph
Weaving segment density, D	39.6 pc/mi/ln	Average non-weaving speed, S_{NW}	56.3 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	5916 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5160*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1838*	pc/h/ln
S	*65.3*	mph
D = v_p / S	*28.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	950	☑ No	☐ Off
L_{up} =	2175 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1060 veh/h	Freeway Volume, V_F	5160	V_D =	veh/h
		Ramp Volume, V_R	790		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5160	0.95	Level	3	0	0.985	1.00	5513
Ramp	790	0.92	Level	2	0	0.990	1.00	867
UpStream	1060	0.92	Level	2	0	0.990	1.00	1164
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2000.12 (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 3330 pc/h

V_3 or V_{av34} 2183 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3330 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6380	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4197	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 31.9 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.485 (Exibit 13-11)

S_R= 56.4 mph (Exhibit 13-11)

S_0= 63.9 mph (Exhibit 13-11)

S = 58.8 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet WB On & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5950*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2119*	pc/h/ln
S	*60.2*	mph
D = v_p / S	*35.2*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 6- Bet Hillsboro & 10th St
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1830ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4700	0.95	3	0	1.5	1.2	0.985	1.00	5022
V_{RF}	710	0.92	2	0	1.5	1.2	0.990	1.00	779
V_{FR}	1250	0.92	2	0	1.5	1.2	0.990	1.00	1372
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	5022							V =	7173
V_W	2151								
VR	0.300								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	779 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1152 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1256 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	2408 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	643

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7078 veh/h	Weaving intensity factor, W	0.281
Weaving segment capacity, c_w	7885 veh/h	Weaving segment speed, S	56.4 mph
Weaving segment v/c ratio	0.898	Average weaving speed, S_W	57.9 mph
Weaving segment density, D	31.8 pc/mi/ln	Average non-weaving speed, S_{NW}	55.8 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5583 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5410*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1927*	pc/h/ln
S	*63.9*	mph
D = v_p / S	*30.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 8-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1470	☑ No	☐ Off
L_{up} =	2210 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1250 veh/h	Freeway Volume, V_F	5410	V_D =	veh/h
		Ramp Volume, V_R	1220		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5410	0.95	Level	3	0	0.985	1.00	5780
Ramp	1220	0.92	Level	2	0	0.990	1.00	1339
UpStream	1250	0.92	Level	2	0	0.990	1.00	1372
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2389.15 (Equation 13-6 or 13-7)

P_{FM} = 0.607 using Equation (Exhibit 13-6)

V_{12} = 3510 pc/h

V_3 or V_{av34} 2270 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3510 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7119	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4849	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 33.5 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.672 (Exibit 13-11)

S_R= 51.2 mph (Exhibit 13-11)

S_0= 63.6 mph (Exhibit 13-11)

S = 54.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6630*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2361*	pc/h/ln
S	*54.4*	mph
D = v_p / S	*43.4*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	6000 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1220 veh/h	Freeway Volume, V_F	6630	V_D =	veh/h
		Ramp Volume, V_R	720		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6630	0.95	Level	3	0	0.985	1.00	7084
Ramp	720	0.92	Level	2	0	0.990	1.00	790
UpStream	1220	0.92	Level	2	0	0.990	1.00	1339
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 7700.18 (Equation 13-12 or 13-13)

P_{FD} = 0.547 using Equation (Exhibit 13-7)

V_{12} = 4230 pc/h

V_3 or V_{av34} 2854 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = 4384 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7084	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	6294	Exhibit 13-8	7200	No
V_R	790	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4230	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 41.1 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.369 (Exhibit 13-12)

S_R= 59.7 mph (Exhibit 13-12)

S_0= 71.0 mph (Exhibit 13-12)

S = 63.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5910*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2105*	pc/h/ln
S	*60.5*	mph
D = v_p / S	*34.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 12- Diverge to Sample Rd
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	2000 ft	Deceleration Lane Length L_D	250	L_{down} =	ft
V_u =	720 veh/h	Freeway Volume, V_F	5910	V_D =	veh/h
		Ramp Volume, V_R	1110		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5910	0.95	Level	3	0	0.985	1.00	6314
Ramp	1110	0.92	Level	2	0	0.990	1.00	1219
UpStream	720	0.92	Level	2	0	0.990	1.00	790
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.546 using Equation (Exhibit 13-7)

V_{12} = 4001 pc/h

V_3 or V_{av34} 2313 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6314	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5095	Exhibit 13-8	7200	No
V_R	1219	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4001	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 38.1 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.408 (Exhibit 13-12)

S_R= 58.6 mph (Exhibit 13-12)

S_0= 72.4 mph (Exhibit 13-12)

S = 62.6 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*No-Build 2020*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4800*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1709*	pc/h/ln
S	*67.0*	mph
D = v_p / S	*25.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	No-Build 2020

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1650ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4170	0.95	3	0	1.5	1.2	0.985	1.00	4455
V_{RF}	1420	0.92	2	0	1.5	1.2	0.990	1.00	1559
V_{FR}	630	0.92	2	0	1.5	1.2	0.990	1.00	692
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4455							V =	6706
V_W	2251								
VR	0.336								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2251 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2602 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1042 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3644 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	515

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6618 veh/h	Weaving intensity factor, W	0.422
Weaving segment capacity, c_w	7044 veh/h	Weaving segment speed, S	48.1 mph
Weaving segment v/c ratio	0.939	Average weaving speed, S_W	53.7 mph
Weaving segment density, D	34.8 pc/mi/ln	Average non-weaving speed, S_{NW}	45.7 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5970 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1820ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4755	0.95	3	0	1.5	1.2	0.985	1.00	5080
V_{RF}	405	0.92	2	0	1.5	1.2	0.990	1.00	445
V_{FR}	970	0.92	2	0	1.5	1.2	0.990	1.00	1065
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	5080							V =	6590
V_W	1510								
VR	0.229								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1510 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1882 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1263 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3145 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	647

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6500 veh/h	Weaving intensity factor, W	0.348
Weaving segment capacity, c_w	8548 veh/h	Weaving segment speed, S	52.2 mph
Weaving segment v/c ratio	0.760	Average weaving speed, S_W	55.8 mph
Weaving segment density, D	31.6 pc/mi/ln	Average non-weaving speed, S_{NW}	51.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4836 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5160*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1838*	pc/h/ln
S	*65.3*	mph
D = v_p / S	*28.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 3-On Ramp from Sample
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Freeway Number of Lanes, N	3
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	500
Deceleration Lane Length L_D	
Freeway Volume, V_F	5160
Ramp Volume, V_R	1460
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	50.0

Downstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{down} = 1950 ft

V_D = 920 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5160	0.95	Level	3	0	0.985	1.00	5513
Ramp	1460	0.92	Level	2	0	0.990	1.00	1603
UpStream								
DownStream	920	0.92	Level	2	0	0.990	1.00	1010

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.591 using Equation (Exhibit 13-6)

V_{12} = 3261 pc/h

V_3 or V_{av34} 2252 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3261 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7116	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4864	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 39.5 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

M_S = 0.776 (Exibit 13-11)

S_R= 48.3 mph (Exhibit 13-11)

S_0= 63.7 mph (Exhibit 13-11)

S = 52.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 4-Bet On from Sample & Exp*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6620*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2358*	pc/h/ln
S	*54.4*	mph
D = v_p / S	*43.3*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	600	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	5545 ft
V_u =	veh/h	Freeway Volume, V_F	6620	V_D =	1320 veh/h
		Ramp Volume, V_R	920		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6620	0.95	Level	3	0	0.985	1.00	7073
Ramp	920	0.92	Level	2	0	0.990	1.00	1010
UpStream								
DownStream	1320	0.92	Level	2	0	0.990	1.00	1449

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 8337.17 (Equation 13-6 or 13-7)

P_{FM} = 0.617 using Equation (Exhibit 13-6)

V_{12} = 4367 pc/h

V_3 or V_{av34} 2706 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 4373 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8083	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5907	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 47.3 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 1.695 (Exibit 13-11)

S_R= 22.5 mph (Exhibit 13-11)

S_0= 64.0 mph (Exhibit 13-11)

S = 27.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7540*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2685*	pc/h/ln
S	*44.4*	mph
D = v_p / S	*60.4*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 7-Off Ramp to 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	250	L_{down} =	1370 ft
V_u =	veh/h	Freeway Volume, V_F	7540	V_D =	1660 veh/h
		Ramp Volume, V_R	1320		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	7540	0.95	Level	3	0	0.985	1.00	8056
Ramp	1320	0.92	Level	2	0	0.990	1.00	1449
UpStream								
DownStream	1660	0.92	Level	2	0	0.990	1.00	1822

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.492 using Equation (Exhibit 13-7)

V_{12} = 4699 pc/h

V_3 or V_{av34} 3357 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = 5356 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	8056	Exhibit 13-8	7200	Yes
$V_{FO} = V_F - V_R$	6607	Exhibit 13-8	7200	No
V_R	1449	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4699	Exhibit 13-8	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 48.1 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

D_s = 0.428 (Exhibit 13-12)

S_R = 58.0 mph (Exhibit 13-12)

S_0 = 70.2 mph (Exhibit 13-12)

S = 61.6 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & On 10th St*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6220*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2215*	pc/h/ln
S	*58.0*	mph
D = v_p / S	*38.2*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg -On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1345	☑ No	☐ Off
L_{up} =	1370 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1320 veh/h	Freeway Volume, V_F	6220	V_D =	veh/h
		Ramp Volume, V_R	1660		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6220	0.95	Level	3	0	0.985	1.00	6646
Ramp	1660	0.92	Level	2	0	0.990	1.00	1822
UpStream	1320	0.92	Level	2	0	0.990	1.00	1449
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2622.33 (Equation 13-6 or 13-7)

P_{FM} = 0.536 using Equation (Exhibit 13-6)

V_{12} = 3563 pc/h

V_3 or V_{av34} 3083 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3946 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8468	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5768	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 41.2 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 1.434 (Exibit 13-11)

S_R= 29.8 mph (Exhibit 13-11)

S_0= 61.1 mph (Exhibit 13-11)

S = 35.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet 10th St & Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7880*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2806*	pc/h/ln
S	*40.1*	mph
D = v_p / S	*70.0*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-Off Ramp Hillsboro EB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	3085 ft	Deceleration Lane Length L_D	220	L_{down} =	ft
V_u =	1660 veh/h	Freeway Volume, V_F	7880	V_D =	veh/h
		Ramp Volume, V_R	800		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	7880	0.95	Level	3	0	0.985	1.00	8419
Ramp	800	0.92	Level	2	0	0.990	1.00	878
UpStream	1660	0.92	Level	2	0	0.990	1.00	1822
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 9206.25 (Equation 13-12 or 13-13)

P_{FD} = 0.509 using Equation (Exhibit 13-7)

V_{12} = 4717 pc/h

V_3 or V_{av34} 3702 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes, V_{12a} = 5719 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	8419	Exhibit 13-8	7200	Yes
$V_{FO} = V_F - V_R$	7541	Exhibit 13-8	7200	Yes
V_R	878	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4717	Exhibit 13-8	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 51.5 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

D_s = 0.377 (Exhibit 13-12)

S_R = 59.4 mph (Exhibit 13-12)

S_0 = 70.2 mph (Exhibit 13-12)

S = 62.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7080*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2521*	pc/h/ln
S	*49.8*	mph
D = v_p / S	*50.7*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off Hillsboro
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	790ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	6430	0.95	3	0	1.5	1.2	0.985	1.00	6870
V_{RF}	660	0.92	2	0	1.5	1.2	0.990	1.00	725
V_{FR}	650	0.92	2	0	1.5	1.2	0.990	1.00	714
V_{RR}	0	0.95	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	6870							V =	8309
V_W	1439								
VR	0.173								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1439 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1650 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1073 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2723 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	380

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	8193 veh/h	Weaving intensity factor, W	0.600
Weaving segment capacity, c_w	8410 veh/h	Weaving segment speed, S	49.6 mph
Weaving segment v/c ratio	0.974	Average weaving speed, S_W	49.4 mph
Weaving segment density, D	41.9 pc/mi/ln	Average non-weaving speed, S_{NW}	49.7 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	4264 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7090*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2525*	pc/h/ln
S	*49.6*	mph
D = v_p / S	*50.9*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 15-Bet On & Off to Exp
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4665ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5525	0.95	3	0	1.5	1.2	0.985	1.00	5903
V_{RF}	635	0.92	2	0	1.5	1.2	0.990	1.00	697
V_{FR}	1565	0.92	2	0	1.5	1.2	0.990	1.00	1718
V_{RR}	175	0.92	2	0	1.5	1.2	0.990	1.00	192
V_{NW}	8318							V =	8510
V_W	192								
VR	0.023								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	8398 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6807 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.234	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	5936 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 16-North of Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th STreet SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6160*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2205*	pc/h/ln
S	*58.3*	mph
D = v_p / S	*37.8*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1820ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4770	0.95	3	0	1.5	1.2	0.985	1.00	5096
V_{RF}	480	0.92	2	0	1.5	1.2	0.990	1.00	527
V_{FR}	1810	0.92	2	0	1.5	1.2	0.990	1.00	1987
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	5096							V =	7610
V_W	2514								
VR	0.330								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7511 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	7158 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.049	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	5912 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5250*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1870*	pc/h/ln
S	*64.8*	mph
D = v_p / S	*28.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 3-On Ramp from Sample
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A	500	☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	1950 ft
V_u =	veh/h	Freeway Volume, V_F	5250	V_D =	770 veh/h
		Ramp Volume, V_R	1150		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5250	0.95	Level	3	0	0.985	1.00	5609
Ramp	1150	0.92	Level	2	0	0.990	1.00	1262
UpStream								
DownStream	770	0.92	Level	2	0	0.990	1.00	845

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.591 using Equation (Exhibit 13-6)

V_{12} = 3318 pc/h

V_3 or V_{av34} 2291 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3318 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6871	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4580	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 37.5 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

M_S = 0.651 (Exibit 13-11)

S_R= 51.8 mph (Exhibit 13-11)

S_0= 63.6 mph (Exhibit 13-11)

S = 55.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6400*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2279*	pc/h/ln
S	*56.5*	mph
D = v_p / S	*40.3*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	600	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	5545 ft
V_u =	veh/h	Freeway Volume, V_F	6400	V_D =	1590 veh/h
		Ramp Volume, V_R	770		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6400	0.95	Level	3	0	0.985	1.00	6838
Ramp	770	0.92	Level	2	0	0.990	1.00	845
UpStream								
DownStream	1590	0.92	Level	2	0	0.990	1.00	1746

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 10046.03 (Equation 13-6 or 13-7)

P_{FM} = 0.631 using Equation (Exhibit 13-6)

V_{12} = 4318 pc/h

V_3 or V_{av34} 2520 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 4318 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7683	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5681	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 45.6 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 1.405 (Exibit 13-11)

S_R= 30.7 mph (Exhibit 13-11)

S_0= 64.6 mph (Exhibit 13-11)

S = 35.5 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7170*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2554*	pc/h/ln
S	*48.7*	mph
D = v_p / S	*52.4*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 7-Off Ramp to 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SMIR

Site Information

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Freeway Number of Lanes, N	3
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	
Deceleration Lane Length L_D	250
Freeway Volume, V_F	7170
Ramp Volume, V_R	1590
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	45.0

Downstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{down} = 130 ft

V_D = 1320 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	7170	0.95	Level	3	0	0.985	1.00	7661
Ramp	1590	0.92	Level	2	0	0.990	1.00	1746
UpStream								
DownStream	1320	0.92	Level	2	0	0.990	1.00	1449

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.488 using Equation (Exhibit 13-7)

V_{12} = 4633 pc/h

V_3 or V_{av34} 3028 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = 4961 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7661	Exhibit 13-8	7200	Yes
$V_{FO} = V_F - V_R$	5915	Exhibit 13-8	7200	No
V_R	1746	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4633	Exhibit 13-8	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 44.7 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

D_s = 0.455 (Exhibit 13-12)

S_R = 57.3 mph (Exhibit 13-12)

S_0 = 70.2 mph (Exhibit 13-12)

S = 61.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & On 10th St*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5580*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1987*	pc/h/ln
S	*62.8*	mph
D = v_p / S	*31.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1345	☑ No	☐ Off
L_{up} =	1370 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1590 veh/h	Freeway Volume, V_F	5580	V_D =	veh/h
		Ramp Volume, V_R	1320		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5580	0.95	Level	3	0	0.985	1.00	5962
Ramp	1320	0.92	Level	2	0	0.990	1.00	1449
UpStream	1590	0.92	Level	2	0	0.990	1.00	1746
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2396.13 (Equation 13-6 or 13-7)

P_{FM} = 0.550 using Equation (Exhibit 13-6)

V_{12} = 3281 pc/h

V_3 or V_{av34} 2681 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3406 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7411	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4855	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 34.2 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 0.687 (Exibit 13-11)

S_R= 50.8 mph (Exhibit 13-11)

S_0= 61.9 mph (Exhibit 13-11)

S = 54.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet 10th St & Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6900*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2457*	pc/h/ln
S	*51.7*	mph
D = v_p / S	*47.6*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-Off Ramp Hillsboro EB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	3085 ft	Deceleration Lane Length L_D	220	L_{down} =	ft
V_u =	1320 veh/h	Freeway Volume, V_F	6900	V_D =	veh/h
		Ramp Volume, V_R	750		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6900	0.95	Level	3	0	0.985	1.00	7372
Ramp	750	0.92	Level	2	0	0.990	1.00	823
UpStream	1320	0.92	Level	2	0	0.990	1.00	1449
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 8140.08 (Equation 13-12 or 13-13)

P_{FD} = 0.538 using Equation (Exhibit 13-7)

V_{12} = 4345 pc/h

V_3 or V_{av34} 3027 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = 4672 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7372	Exhibit 13-8	7200	Yes
$V_{FO} = V_F - V_R$	6549	Exhibit 13-8	7200	No
V_R	823	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4345	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 42.5 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

D_s = 0.372 (Exhibit 13-12)

S_R= 59.6 mph (Exhibit 13-12)

S_0= 70.2 mph (Exhibit 13-12)

S = 63.1 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6150*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2190*	pc/h/ln
S	*58.6*	mph
D = v_p / S	*37.4*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off Hillsboro
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	790ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5460	0.95	3	0	1.5	1.2	0.985	1.00	5834
V_{RF}	730	0.92	2	0	1.5	1.2	0.990	1.00	801
V_{FR}	690	0.92	2	0	1.5	1.2	0.990	1.00	758
V_{RR}	0	0.95	2	0	1.5	1.2	0.990	1.00	0
V_{NW}	5834							V =	7393
V_W	1559								
VR	0.211								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1559 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1770 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	860 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	2630 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	323

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7291 veh/h	Weaving intensity factor, W	0.584
Weaving segment capacity, c_w	8296 veh/h	Weaving segment speed, S	49.9 mph
Weaving segment v/c ratio	0.879	Average weaving speed, S_W	49.7 mph
Weaving segment density, D	37.1 pc/mi/ln	Average non-weaving speed, S_{NW}	49.9 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	4648 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-Bet Off & On Hillsboro*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6190*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2205*	pc/h/ln
S	*58.3*	mph
D = v_p / S	*37.8*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 15-Bet On & Off to Exp
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4665ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5040	0.95	3	0	1.5	1.2	0.985	1.00	5385
V_{RF}	610	0.92	2	0	1.5	1.2	0.990	1.00	670
V_{FR}	1150	0.92	2	0	1.5	1.2	0.990	1.00	1263
V_{RR}	130	0.92	2	0	1.5	1.2	0.990	1.00	143
V_{NW}	7318							V =	7461
V_W	143								
VR	0.019								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7360 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6813 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.080	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	5905 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	*6/26/2017*
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 16-North of Hillsboro*
Jurisdiction	*FDOT D4*
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5650*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2012*	pc/h/ln
S	*62.4*	mph
D = v_p / S	*32.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4870*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1734*	pc/h/ln
S	*66.7*	mph
D = v_p / S	*26.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5085ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3585	0.95	3	0	1.5	1.2	0.985	1.00	3830
V_{RF}	1265	0.92	2	0	1.5	1.2	0.990	1.00	1389
V_{FR}	1285	0.92	2	0	1.5	1.2	0.990	1.00	1411
V_{RR}	145	0.92	2	0	1.5	1.2	0.990	1.00	159
V_{NW}	6630							V =	6789
V_W	159								
VR	0.023								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	477 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	848 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3167 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4015 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2360

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6704 veh/h	Weaving intensity factor, W	0.188
Weaving segment capacity, c_w	6899 veh/h	Weaving segment speed, S	55.8 mph
Weaving segment v/c ratio	0.972	Average weaving speed, S_W	61.3 mph
Weaving segment density, D	40.5 pc/mi/ln	Average non-weaving speed, S_{NW}	55.7 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	5944 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4850*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1727*	pc/h/ln
S	*66.8*	mph
D = v_p / S	*25.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	950	☑ No	☐ Off
L_{up} =	2175 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1430 veh/h	Freeway Volume, V_F	4850	V_D =	veh/h
		Ramp Volume, V_R	750		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4850	0.95	Level	3	0	0.985	1.00	5182
Ramp	750	0.92	Level	2	0	0.990	1.00	823
UpStream	1430	0.92	Level	2	0	0.990	1.00	1570
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1919.87 (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 3130 pc/h

V_3 or V_{av34} 2052 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3130 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6005	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3953	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 30.0 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.429 (Exibit 13-11)

S_R= 58.0 mph (Exhibit 13-11)

S_0= 64.4 mph (Exhibit 13-11)

S = 60.0 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet WB On & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5600*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1994*	pc/h/ln
S	*62.7*	mph
D = v_p / S	*31.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 6- Bet Hillsboro & 10th St
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1830ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4180	0.95	3	0	1.5	1.2	0.985	1.00	4466
V_{RF}	890	0.92	2	0	1.5	1.2	0.990	1.00	977
V_{FR}	1420	0.92	2	0	1.5	1.2	0.990	1.00	1559
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4466							V =	7002
V_W	2536								
VR	0.362								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6911 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6529 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.058	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6260 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5070*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1806*	pc/h/ln
S	*65.7*	mph
D = v_p / S	*27.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 8-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1470	☑ No	☐ Off
L_{up} =	2210 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1420 veh/h	Freeway Volume, V_F	5070	V_D =	veh/h
		Ramp Volume, V_R	1550		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5070	0.95	Level	3	0	0.985	1.00	5417
Ramp	1550	0.92	Level	2	0	0.990	1.00	1702
UpStream	1420	0.92	Level	2	0	0.990	1.00	1559
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2389.15 (Equation 13-6 or 13-7)

P_{FM} = 0.607 using Equation (Exhibit 13-6)

V_{12} = 3289 pc/h

V_3 or V_{av34} 2128 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3289 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7119	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4991	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 34.4 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.748 (Exibit 13-11)

S_R= 49.1 mph (Exhibit 13-11)

S_0= 64.1 mph (Exhibit 13-11)

S = 52.8 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6620*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2358*	pc/h/ln
S	*54.4*	mph
D = v_p / S	*43.3*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	6000 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1550 veh/h	Freeway Volume, V_F	6620	V_D =	veh/h
		Ramp Volume, V_R	950		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6620	0.95	Level	3	0	0.985	1.00	7073
Ramp	950	0.92	Level	2	0	0.990	1.00	1043
UpStream	1550	0.92	Level	2	0	0.990	1.00	1702
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 11022.53 (Equation 13-12 or 13-13)

P_{FD} = 0.535 using Equation (Exhibit 13-7)

V_{12} = 4270 pc/h

V_3 or V_{av34} 2803 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = 4373 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7073	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	6030	Exhibit 13-8	7200	No
V_R	1043	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4270	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 41.0 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.392 (Exhibit 13-12)

S_R= 59.0 mph (Exhibit 13-12)

S_0= 71.0 mph (Exhibit 13-12)

S = 62.7 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Samples*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5670*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2019*	pc/h/ln
S	*62.2*	mph
D = v_p / S	*32.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 12- Diverge to Sample Rd
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	2000 ft	Deceleration Lane Length L_D	250	L_{down} =	ft
V_u =	950 veh/h	Freeway Volume, V_F	5670	V_D =	veh/h
		Ramp Volume, V_R	1050		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$
Freeway	5670	0.95	Level	3	0	0.985	1.00	6058
Ramp	1050	0.92	Level	2	0	0.990	1.00	1153
UpStream	950	0.92	Level	2	0	0.990	1.00	1043
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.556 using Equation (Exhibit 13-7)

V_{12} = 3878 pc/h

V_3 or V_{av34} 2180 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6058	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4905	Exhibit 13-8	7200	No
V_R	1153	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3878	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.0 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.402 (Exhibit 13-12)

S_R = 58.8 mph (Exhibit 13-12)

S_0 = 72.9 mph (Exhibit 13-12)

S = 62.8 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4620*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1645*	pc/h/ln
S	*67.7*	mph
D = v_p / S	*24.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1650ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3915	0.95	3	0	1.5	1.2	0.985	1.00	4183
V_{RF}	1970	0.92	2	0	1.5	1.2	0.990	1.00	2163
V_{FR}	705	0.92	2	0	1.5	1.2	0.990	1.00	774
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4183							V =	7120
V_W	2937								
VR	0.412								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	603

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7029 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5732 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.226	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6822 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5150*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1834*	pc/h/ln
S	*65.3*	mph
D = v_p / S	*28.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	3	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5085ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4010	0.95	3	0	1.5	1.2	0.985	1.00	4284
V_{RF}	1460	0.92	2	0	1.5	1.2	0.990	1.00	1603
V_{FR}	1140	0.92	2	0	1.5	1.2	0.990	1.00	1252
V_{RR}	130	0.92	2	0	1.5	1.2	0.990	1.00	143
V_{NW}	7139							V =	7282
V_W	143								
VR	0.020								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7189 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6907 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.041	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	5909 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5470*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1948*	pc/h/ln
S	*63.5*	mph
D = v_p / S	*30.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Merge from Hillsboro WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	950	☑ No	☐ Off
L_{up} =	2175 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1270 veh/h	Freeway Volume, V_F	5470	V_D =	veh/h
		Ramp Volume, V_R	890		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5470	0.95	Level	3	0	0.985	1.00	5844
Ramp	890	0.92	Level	2	0	0.990	1.00	977
UpStream	1270	0.92	Level	2	0	0.990	1.00	1394
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2094.49 (Equation 13-6 or 13-7)

P_{FM} = 0.604 using Equation (Exhibit 13-6)

V_{12} = 3530 pc/h

V_3 or V_{av34} 2314 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3530 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6821	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4507	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 34.2 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.580 (Exibit 13-11)

S_R= 53.8 mph (Exhibit 13-11)

S_0= 63.4 mph (Exhibit 13-11)

S = 56.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet WB On & EB On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6360*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*	
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*	

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2265*	pc/h/ln
S	*56.8*	mph
D = v_p / S	*39.8*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 6- Bet Hillsboro & 10th St
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1830ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4860	0.95	3	0	1.5	1.2	0.985	1.00	5193
V_{RF}	830	0.92	2	0	1.5	1.2	0.990	1.00	911
V_{FR}	1500	0.92	2	0	1.5	1.2	0.990	1.00	1647
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	5193							V =	7751
V_W	2558								
VR	0.330								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7649 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	7165 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.067	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	5908 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5690*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2026*	pc/h/ln
S	*62.1*	mph
D = v_p / S	*32.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 8-Merge from 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1470	☑ No	☐ Off
L_{up} =	2210 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1500 veh/h	Freeway Volume, V_F	5690	V_D =	veh/h
		Ramp Volume, V_R	1560		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5690	0.95	Level	3	0	0.985	1.00	6079
Ramp	1560	0.92	Level	2	0	0.990	1.00	1713
UpStream	1500	0.92	Level	2	0	0.990	1.00	1647
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2533.17 (Equation 13-6 or 13-7)

P_{FM} = 0.598 using Equation (Exhibit 13-6)

V_{12} = 3636 pc/h

V_3 or V_{av34} 2443 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3636 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7792	Exhibit 13-8		Yes

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	5349	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 37.2 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

M_S = 0.995 (Exibit 13-11)

S_R= 42.2 mph (Exhibit 13-11)

S_0= 62.6 mph (Exhibit 13-11)

S = 47.0 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7250*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2582*	pc/h/ln
S	*47.8*	mph
D = v_p / S	*54.0*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	6000 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1560 veh/h	Freeway Volume, V_F	7250	V_D =	veh/h
		Ramp Volume, V_R	770		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	7250	0.95	Level	3	0	0.985	1.00	7746
Ramp	770	0.92	Level	2	0	0.990	1.00	845
UpStream	1560	0.92	Level	2	0	0.990	1.00	1713
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = 9262.56 (Equation 13-12 or 13-13)

P_{FD} = 0.527 using Equation (Exhibit 13-7)

V_{12} = 4485 pc/h

V_3 or V_{av34} 3261 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = 5046 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7746	Exhibit 13-8	7200	Yes
$V_{FO} = V_F - V_R$	6901	Exhibit 13-8	7200	No
V_R	845	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4485	Exhibit 13-8	4400:All	Yes

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 47.1 (pc/mi/ln)

LOS = F (Exhibit 13-2)

Speed Determination

D_s = 0.374 (Exhibit 13-12)

S_R= 59.5 mph (Exhibit 13-12)

S_0= 71.1 mph (Exhibit 13-12)

S = 62.8 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 11-Bet Off Exp Off Samples*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6480*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2308*	pc/h/ln
S	*55.8*	mph
D = v_p / S	*41.4*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 12- Diverge to Sample Rd
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{up} = 2000 ft

V_u = 770 veh/h

Freeway Number of Lanes, N	3
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	
Deceleration Lane Length L_D	250
Freeway Volume, V_F	6480
Ramp Volume, V_R	1310
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	45.0

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6480	0.95	Level	3	0	0.985	1.00	6923
Ramp	1310	0.92	Level	2	0	0.990	1.00	1438
UpStream	770	0.92	Level	2	0	0.990	1.00	845
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.521 using Equation (Exhibit 13-7)

V_{12} = 4294 pc/h

V_3 or V_{av34} 2629 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6923	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5485	Exhibit 13-8	7200	No
V_R	1438	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4294	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 40.8 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.427 (Exhibit 13-12)

S_R= 58.0 mph (Exhibit 13-12)

S_0= 71.3 mph (Exhibit 13-12)

S = 62.1 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*No-Build 2040*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5170*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1841*	pc/h/ln
S	*65.2*	mph
D = v_p / S	*28.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	No-Build 2040

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	1650ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4430	0.95	3	0	1.5	1.2	0.985	1.00	4733
V_{RF}	1580	0.92	2	0	1.5	1.2	0.990	1.00	1735
V_{FR}	740	0.92	2	0	1.5	1.2	0.990	1.00	812
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4733							V =	7280
V_W	2547								
VR	0.350								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	655

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7185 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6758 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.063	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6125 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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APPENDIX H

2020 & 2040 No-Build Synchro Intersection Analysis

Queues

1: SW 12th Avenue & Hillsboro Blvd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	2168	321	1457	495	98	147	196	22	22	22
v/c Ratio	0.89	0.68	0.90	0.51	0.44	0.28	0.77	0.38	0.31	0.30	0.06
Control Delay	102.0	23.3	108.4	19.1	3.1	75.1	102.7	8.1	94.0	93.2	0.3
Queue Delay	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.0	23.3	108.4	19.3	3.3	75.1	102.7	8.1	94.0	93.2	0.3
Queue Length 50th (ft)	320	570	200	294	39	56	172	0	27	27	0
Queue Length 95th (ft)	#473	723	#290	443	102	85	247	67	63	63	0
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	331	3187	356	2859	1254	610	331	514	252	259	387
Starvation Cap Reductn	0	0	0	665	202	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.68	0.90	0.66	0.47	0.16	0.44	0.38	0.09	0.08	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1830	165	295	1340	455	90	135	180	30	10	20
Future Volume (vph)	255	1830	165	295	1340	455	90	135	180	30	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1770	5022		3433	5085	1583	3433	1863	1583	1681	1726	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1770	5022		3433	5085	1583	3433	1863	1583	1681	1726	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1989	179	321	1457	495	98	147	196	33	11	22
RTOR Reduction (vph)	0	4	0	0	0	107	0	0	158	0	0	17
Lane Group Flow (vph)	277	2164	0	321	1457	388	98	147	38	22	22	5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	29.5	112.0		16.7	99.2	106.9	18.6	18.6	35.3	7.7	7.7	37.2
Effective Green, g (s)	31.5	114.0		18.7	101.2	110.9	18.6	18.6	35.3	7.7	7.7	37.2
Actuated g/C Ratio	0.18	0.63		0.10	0.56	0.62	0.10	0.10	0.20	0.04	0.04	0.21
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	309	3180		356	2858	975	354	192	310	71	73	327
v/s Ratio Prot	c0.16	c0.43		0.09	0.29	c0.02	0.03	c0.08	0.01	0.01	0.01	0.00
v/s Ratio Perm						0.22			0.01			0.00
v/c Ratio	0.90	0.68		0.90	0.51	0.40	0.28	0.77	0.12	0.31	0.30	0.01
Uniform Delay, d1	72.7	21.3		79.7	24.2	17.6	74.5	78.6	59.6	83.6	83.5	56.8
Progression Factor	1.00	1.00		1.05	0.73	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.0	1.2		22.1	0.6	0.1	0.2	15.0	0.1	0.9	0.8	0.0
Delay (s)	98.6	22.5		106.1	18.2	5.0	74.6	93.6	59.7	84.5	84.4	56.8
Level of Service	F	C		F	B	A	E	F	E	F	F	E
Approach Delay (s)		31.1			27.7			74.3			75.2	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1413	779	1505	542	742
v/c Ratio	0.28	0.49	0.51	0.83	0.72
Control Delay	0.1	2.7	17.6	62.1	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	2.7	17.6	62.1	52.1
Queue Length 50th (ft)	0	38	389	581	427
Queue Length 95th (ft)	0	62	515	653	448
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2947	889	1401
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.49	0.51	0.61	0.53

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1300	740	0	1385	0	515	0	705	0	0
Future Volume (vph)	0	1300	740	0	1385	0	515	0	705	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1413	779	0	1505	0	542	0	742	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1413	779	0	1505	0	542	0	742	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		180.0	180.0		102.3		64.7		64.7		
Effective Green, g (s)		180.0	180.0		104.3		66.7		66.7		
Actuated g/C Ratio		1.00	1.00		0.58		0.37		0.37		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2946		655		1032		
v/s Ratio Prot		0.28			0.30		c0.31		0.27		
v/s Ratio Perm			c0.49								
v/c Ratio		0.28	0.49		0.51		0.83		0.72		
Uniform Delay, d1		0.0	0.0		22.6		51.4		48.6		
Progression Factor		1.00	1.00		0.71		1.00		1.00		
Incremental Delay, d2		0.1	0.8		0.6		8.3		2.3		
Delay (s)		0.1	0.8		16.7		59.7		50.9		
Level of Service		A	A		B		E		D		
Approach Delay (s)		0.4			16.7			54.6		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1364	1549	758
v/c Ratio	0.61	0.30	0.58
Control Delay	18.2	0.1	19.4
Queue Delay	0.0	0.0	0.0
Total Delay	18.2	0.1	19.4
Queue Length 50th (ft)	240	0	167
Queue Length 95th (ft)	280	m0	230
Internal Link Dist (ft)	286	256	
Turn Bay Length (ft)			
Base Capacity (vph)	2231	5085	1299
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.61	0.30	0.58

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↱↱
Traffic Volume (vph)	1255	0	0	1425	0	720
Future Volume (vph)	1255	0	0	1425	0	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5		4.5
Lane Util. Factor	0.91			0.91		0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		2787
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	1364	0	0	1549	0	758
RTOR Reduction (vph)	0	0	0	0	0	15
Lane Group Flow (vph)	1364	0	0	1549	0	743
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA		Prot
Protected Phases	6			2		5
Permitted Phases						
Actuated Green, G (s)	37.5			90.0		39.5
Effective Green, g (s)	39.5			90.0		41.5
Actuated g/C Ratio	0.44			1.00		0.46
Clearance Time (s)	6.5			6.5		6.5
Vehicle Extension (s)	3.0			3.0		3.0
Lane Grp Cap (vph)	2231			5085		1285
v/s Ratio Prot	c0.27			0.30		c0.27
v/s Ratio Perm						
v/c Ratio	0.61			0.30		0.58
Uniform Delay, d1	19.4			0.0		17.8
Progression Factor	0.88			1.00		1.00
Incremental Delay, d2	1.2			0.1		0.6
Delay (s)	18.2			0.1		18.5
Level of Service	B			A		B
Approach Delay (s)	18.2			0.1	18.5	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: SW Natura Boulevard/Fairway Drive & Hillsboro Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	1717	114	76	1902	435	87	147	33	5	71
v/c Ratio	0.96	0.51	0.10	0.60	0.68	1.76	0.35	0.43	0.40	0.08	0.32
Control Delay	98.9	12.7	0.9	100.5	30.4	395.7	76.5	13.6	80.1	87.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.9	12.7	0.9	100.5	30.4	395.7	76.5	13.6	80.1	87.0	3.8
Queue Length 50th (ft)	391	297	4	88	578	~697	96	0	33	6	0
Queue Length 95th (ft)	#570	386	9	150	630	#924	160	72	70	22	0
Internal Link Dist (ft)		775			631		513			401	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	331	3393	1099	149	2792	247	558	577	82	393	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.51	0.10	0.51	0.68	1.76	0.16	0.25	0.40	0.01	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1580	105	70	1670	80	400	80	135	30	5	65
Future Volume (vph)	290	1580	105	70	1670	80	400	80	135	30	5	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5050		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5050		767	1863	1583	1305	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	1717	114	76	1815	87	435	87	147	33	5	71
RTOR Reduction (vph)	0	0	39	0	2	0	0	0	127	0	0	68
Lane Group Flow (vph)	315	1717	75	76	1900	0	435	87	20	33	5	3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	31.5	117.0	117.0	10.8	96.3		33.2	24.0	24.0	10.4	7.2	7.2
Effective Green, g (s)	33.5	119.0	119.0	12.8	98.3		33.2	24.0	24.0	10.4	7.2	7.2
Actuated g/C Ratio	0.19	0.66	0.66	0.07	0.55		0.18	0.13	0.13	0.06	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	329	3361	1046	125	2757		252	248	211	83	74	63
v/s Ratio Prot	c0.18	0.34		0.04	c0.38		c0.19	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.13		0.01	0.02		0.00
v/c Ratio	0.96	0.51	0.07	0.61	0.69		1.73	0.35	0.09	0.40	0.07	0.05
Uniform Delay, d1	72.5	15.6	10.9	81.2	29.7		71.1	70.9	68.4	81.4	83.2	83.1
Progression Factor	0.90	0.80	0.73	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.1	0.5	0.1	5.6	1.4		343.0	0.3	0.1	1.1	0.1	0.1
Delay (s)	98.1	12.9	8.0	86.8	31.2		414.1	71.2	68.5	82.6	83.3	83.2
Level of Service	F	B	A	F	C		F	E	E	F	F	F
Approach Delay (s)		25.2			33.3			293.5			83.0	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	66.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	2059	250	2234	54	223	11	332	268	276	337
v/c Ratio	0.42	0.86	1.25	0.93	0.05	0.64	0.06	0.89	0.83	0.84	0.67
Control Delay	67.2	33.8	195.0	27.9	0.1	60.0	47.6	59.8	68.4	69.0	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	33.8	195.0	27.9	0.1	60.0	47.6	59.8	68.4	69.0	17.9
Queue Length 50th (ft)	33	517	~128	579	0	87	8	192	208	215	69
Queue Length 95th (ft)	72	#701	m#213	#784	m0	124	26	#324	306	313	146
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	103	2391	200	2410	1213	915	496	375	378	385	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.86	1.25	0.93	0.04	0.24	0.02	0.89	0.71	0.72	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1765	130	230	2055	50	205	10	305	410	90	310
Future Volume (vph)	40	1765	130	230	2055	50	205	10	305	410	90	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1918	141	250	2234	54	223	11	332	446	98	337
RTOR Reduction (vph)	0	5	0	0	0	17	0	0	74	0	0	144
Lane Group Flow (vph)	43	2054	0	250	2234	37	223	11	258	268	276	193
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	54.9		5.0	54.9	77.8	12.2	12.2	17.2	22.9	22.9	27.9
Effective Green, g (s)	7.0	56.9		7.0	56.9	81.8	12.2	12.2	17.2	22.9	22.9	27.9
Actuated g/C Ratio	0.06	0.47		0.06	0.47	0.68	0.10	0.10	0.14	0.19	0.19	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	103	2386		200	2411	1079	349	189	226	320	327	368
v/s Ratio Prot	0.02	0.41		c0.07	c0.44	0.01	0.06	0.01	c0.05	0.16	c0.16	0.02
v/s Ratio Perm						0.02			0.12			0.10
v/c Ratio	0.42	0.86		1.25	0.93	0.03	0.64	0.06	1.14	0.84	0.84	0.52
Uniform Delay, d1	54.5	28.0		56.5	29.6	6.2	51.8	48.7	51.4	46.8	46.8	40.2
Progression Factor	1.00	1.00		1.28	0.67	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	4.4		139.8	6.0	0.0	2.8	0.0	103.8	16.4	17.1	0.6
Delay (s)	55.5	32.4		212.0	25.8	0.0	54.6	48.8	155.2	63.2	63.9	40.9
Level of Service	E	C		F	C	A	D	D	F	E	E	D
Approach Delay (s)		32.9			43.6			113.5			54.9	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1924	747	1978	574	542
v/c Ratio	0.38	0.47	0.72	0.85	0.51
Control Delay	0.1	0.7	17.2	45.9	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	0.7	17.2	45.9	29.5
Queue Length 50th (ft)	0	0	263	395	177
Queue Length 95th (ft)	0	m0	402	499	213
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2757	789	1242
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.47	0.72	0.73	0.44

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1770	710	0	1820	0	545	0	515	0	0
Future Volume (vph)	0	1770	710	0	1820	0	545	0	515	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1924	747	0	1978	0	574	0	542	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1924	747	0	1978	0	574	0	542	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		120.0	120.0		63.1		43.9		43.9		
Effective Green, g (s)		120.0	120.0		65.1		45.9		45.9		
Actuated g/C Ratio		1.00	1.00		0.54		0.38		0.38		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2758		677		1066		
v/s Ratio Prot		0.38			c0.39		c0.32		0.19		
v/s Ratio Perm			0.47								
v/c Ratio		0.38	0.47		0.72		0.85		0.51		
Uniform Delay, d1		0.0	0.0		20.6		33.9		28.4		
Progression Factor		1.00	1.00		0.71		1.00		1.00		
Incremental Delay, d2		0.1	0.5		1.6		9.5		0.3		
Delay (s)		0.1	0.5		16.3		43.4		28.7		
Level of Service		A	A		B		D		C		
Approach Delay (s)		0.2			16.3			36.2		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1832	2152	716
v/c Ratio	0.76	0.42	0.68
Control Delay	16.1	0.2	19.6
Queue Delay	0.0	0.0	0.0
Total Delay	16.1	0.2	19.6
Queue Length 50th (ft)	224	0	118
Queue Length 95th (ft)	275	m0	177
Internal Link Dist (ft)	286	256	
Turn Bay Length (ft)			
Base Capacity (vph)	2415	5085	1050
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.76	0.42	0.68

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↱↱
Traffic Volume (vph)	1685	0	0	1980	0	680
Future Volume (vph)	1685	0	0	1980	0	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5		4.5
Lane Util. Factor	0.91			0.91		0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		2787
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	1832	0	0	2152	0	716
RTOR Reduction (vph)	0	0	0	0	0	6
Lane Group Flow (vph)	1832	0	0	2152	0	710
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA		Prot
Protected Phases	6			2		5
Permitted Phases						
Actuated Green, G (s)	26.5			60.0		20.5
Effective Green, g (s)	28.5			60.0		22.5
Actuated g/C Ratio	0.48			1.00		0.38
Clearance Time (s)	6.5			6.5		6.5
Vehicle Extension (s)	3.0			3.0		3.0
Lane Grp Cap (vph)	2415			5085		1045
v/s Ratio Prot	c0.36			0.42		c0.25
v/s Ratio Perm						
v/c Ratio	0.76			0.42		0.68
Uniform Delay, d1	12.9			0.0		15.7
Progression Factor	1.08			1.00		1.00
Incremental Delay, d2	2.1			0.2		1.8
Delay (s)	16.0			0.2		17.5
Level of Service	B			A		B
Approach Delay (s)	16.0			0.2	17.5	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: SW Natura Boulevard/Fairway Drive & Hillsboro Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	2207	277	130	2283	288	11	125	120	54	310
v/c Ratio	0.81	0.77	0.29	1.01	0.78	1.14	0.04	0.36	0.44	0.19	0.85
Control Delay	94.2	18.2	6.2	136.9	23.2	141.6	39.3	7.1	42.1	42.4	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.2	18.2	6.2	136.9	23.2	141.6	39.3	7.1	42.1	42.4	46.3
Queue Length 50th (ft)	67	376	24	~103	471	~238	7	0	77	37	129
Queue Length 95th (ft)	m#103	540	m120	#234	660	#294	23	36	116	68	215
Internal Link Dist (ft)		775			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	107	2876	956	129	2934	253	574	588	275	589	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.77	0.29	1.01	0.78	1.14	0.02	0.21	0.44	0.09	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	2030	255	120	2070	30	265	10	115	110	50	285
Future Volume (vph)	80	2030	255	120	2070	30	265	10	115	110	50	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.72	1.00	1.00	0.71	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1345	1863	1583	1321	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2207	277	130	2250	33	288	11	125	120	54	310
RTOR Reduction (vph)	0	0	61	0	1	0	0	0	107	0	0	123
Lane Group Flow (vph)	87	2207	216	130	2282	0	288	11	18	120	54	187
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	5.3	65.9	65.9	6.8	67.4		21.3	17.3	17.3	23.3	18.3	18.3
Effective Green, g (s)	7.3	67.9	67.9	8.8	69.4		21.3	17.3	17.3	23.3	18.3	18.3
Actuated g/C Ratio	0.06	0.57	0.57	0.07	0.58		0.18	0.14	0.14	0.19	0.15	0.15
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	107	2877	895	129	2934		252	268	228	275	284	241
v/s Ratio Prot	0.05	0.43		c0.07	c0.45		c0.04	0.01		0.02	0.03	
v/s Ratio Perm			0.14				c0.16		0.01	0.07		0.12
v/c Ratio	0.81	0.77	0.24	1.01	0.78		1.14	0.04	0.08	0.44	0.19	0.78
Uniform Delay, d1	55.7	20.0	13.1	55.6	19.4		48.8	44.2	44.5	42.1	44.4	48.9
Progression Factor	1.07	0.77	0.75	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.8	1.4	0.4	81.3	2.1		100.7	0.0	0.1	0.4	0.1	13.3
Delay (s)	84.3	16.8	10.2	136.9	21.5		149.6	44.2	44.5	42.5	44.5	62.2
Level of Service	F	B	B	F	C		F	D	D	D	D	E
Approach Delay (s)		18.4			27.7			115.9			55.3	
Approach LOS		B			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

5: S Military Trail & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	2413	109	332	1516	326	201	870	630	478	598	310
v/c Ratio	1.18	1.11	0.14	1.20	1.01	0.42	0.67	0.96	1.15	1.34	0.62	0.54
Control Delay	167.1	96.4	0.4	162.1	53.2	11.9	77.7	75.5	120.0	219.1	51.0	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	167.1	96.4	0.4	162.1	53.2	11.9	77.7	75.5	120.0	219.1	51.0	20.9
Queue Length 50th (ft)	~205	~984	0	~196	~279	34	99	444	~574	~313	272	96
Queue Length 95th (ft)	#310	#1069	0	#301	#934	138	144	#578	#819	#429	339	197
Internal Link Dist (ft)		880			1200			569			457	
Turn Bay Length (ft)	280		500	275			300		300	300		200
Base Capacity (vph)	290	2176	777	276	1500	778	311	910	549	357	968	572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	1.11	0.14	1.20	1.01	0.42	0.65	0.96	1.15	1.34	0.62	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	2220	100	305	1395	300	185	800	580	440	550	285
Future Volume (vph)	315	2220	100	305	1395	300	185	800	580	440	550	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	4.8	4.8	5.9	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	2413	109	332	1516	326	201	870	630	478	598	310
RTOR Reduction (vph)	0	0	62	0	0	108	0	0	143	0	0	139
Lane Group Flow (vph)	342	2413	47	332	1516	218	201	870	487	478	598	171
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	10.7	62.2	62.2	10.1	61.6	61.6	11.1	36.6	36.6	13.6	39.1	39.1
Effective Green, g (s)	12.7	64.2	64.2	12.1	63.6	63.6	13.1	38.6	38.6	15.6	41.1	41.1
Actuated g/C Ratio	0.08	0.43	0.43	0.08	0.42	0.42	0.09	0.26	0.26	0.10	0.27	0.27
Clearance Time (s)	8.3	6.8	6.8	7.9	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	290	2176	677	276	1500	671	299	910	407	357	969	433
v/s Ratio Prot	0.10	c0.47		0.10	c0.43		0.06	0.25		c0.14	0.17	
v/s Ratio Perm			0.03			0.14			c0.31			0.11
v/c Ratio	1.18	1.11	0.07	1.20	1.01	0.33	0.67	0.96	1.20	1.34	0.62	0.39
Uniform Delay, d1	68.7	42.9	25.3	69.0	43.2	28.9	66.4	54.9	55.7	67.2	47.6	44.3
Progression Factor	1.00	1.00	1.00	0.82	0.69	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	110.5	56.3	0.2	114.4	22.8	1.0	4.6	19.8	110.5	170.4	1.2	0.6
Delay (s)	179.1	99.2	25.5	171.3	52.7	26.1	71.0	74.7	166.2	237.6	48.8	44.9
Level of Service	F	F	C	F	D	C	E	E	F	F	D	D
Approach Delay (s)		106.0			66.8			108.1			113.0	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	97.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Newport Center Dr/SW 12th Avenue & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	304	3217	391	2033	359	32	33	103	24	25	87
v/c Ratio	0.82	0.95	0.91	0.67	0.35	0.48	0.49	0.60	0.40	0.38	0.55
Control Delay	54.6	12.4	97.3	14.8	2.2	93.5	93.8	24.4	89.6	87.1	18.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	12.4	97.3	15.0	2.2	93.5	93.8	24.4	89.6	87.1	18.4
Queue Length 50th (ft)	242	328	384	535	7	32	33	0	24	25	0
Queue Length 95th (ft)	m195	m285	#548	635	21	#77	#78	54	60	62	31
Internal Link Dist (ft)		700		595			420			170	
Turn Bay Length (ft)	600		550		295	100					
Base Capacity (vph)	447	3398	443	3053	1029	67	68	171	61	66	158
Starvation Cap Reductn	0	0	0	255	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.95	0.88	0.73	0.35	0.48	0.49	0.60	0.39	0.38	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	2465	495	360	1870	330	50	10	95	35	10	80
Future Volume (vph)	280	2465	495	360	1870	330	50	10	95	35	10	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	6.0	6.0	6.0	5.7	5.7	5.7
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1736	6247		1770	5085	1524	1681	1713	1583	1453	1582	1154
Flt Permitted	0.06	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	108	6247		1770	5085	1524	1681	1713	1583	1453	1582	1154
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	2679	538	391	2033	359	54	11	103	38	11	87
RTOR Reduction (vph)	0	23	0	0	0	115	0	0	99	0	0	83
Lane Group Flow (vph)	304	3194	0	391	2033	244	32	33	4	24	25	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases	6					2						
Actuated Green, G (s)	104.2	79.0		34.3	88.1	88.1	6.0	6.0	6.0	6.2	6.2	6.2
Effective Green, g (s)	108.2	81.0		36.3	90.1	90.1	6.0	6.0	6.0	6.2	6.2	6.2
Actuated g/C Ratio	0.72	0.54		0.24	0.60	0.60	0.04	0.04	0.04	0.04	0.04	0.04
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.0	6.0	6.0	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	373	3373		428	3054	915	67	68	63	60	65	47
v/s Ratio Prot	0.15	c0.51		c0.22	0.40		0.02	c0.02	0.00	c0.02	0.02	0.00
v/s Ratio Perm	0.44					0.16						
v/c Ratio	0.82	0.95		0.91	0.67	0.27	0.48	0.49	0.07	0.40	0.38	0.08
Uniform Delay, d1	43.5	32.5		55.3	19.9	14.2	70.5	70.5	69.3	70.1	70.0	69.1
Progression Factor	1.23	0.34		1.33	0.66	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.8		22.2	1.1	0.7	1.9	2.0	0.2	1.6	1.4	0.3
Delay (s)	54.9	11.8		95.7	14.2	6.2	72.4	72.5	69.5	71.7	71.4	69.4
Level of Service	D	B		F	B	A	E	E	E	E	E	E
Approach Delay (s)		15.5			24.6			70.6			70.2	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	2130	690	636	2783
v/c Ratio	0.76	0.44	1.00	0.43
Control Delay	9.6	0.3	55.7	0.2
Queue Delay	0.0	0.0	3.0	0.0
Total Delay	9.6	0.3	58.7	0.2
Queue Length 50th (ft)	301	0	~257	0
Queue Length 95th (ft)	m335	m0	#675	0
Internal Link Dist (ft)	595			250
Turn Bay Length (ft)				
Base Capacity (vph)	2813	1583	633	6408
Starvation Cap Reductn	0	0	7	0
Spillback Cap Reductn	0	0	0	169
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.76	0.44	1.02	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	1960	635	585	2560	0	0
Future Volume (vph)	1960	635	585	2560	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	95	6408		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2130	690	636	2783	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2130	690	636	2783	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	79.1	150.0	124.7	150.0		
Effective Green, g (s)	83.1	150.0	128.2	150.0		
Actuated g/C Ratio	0.55	1.00	0.85	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2817	1583	635	6408		
v/s Ratio Prot	0.42		c0.33	0.43		
v/s Ratio Perm		0.44	c0.53			
v/c Ratio	0.76	0.44	1.00	0.43		
Uniform Delay, d1	25.7	0.0	45.3	0.0		
Progression Factor	0.59	1.00	0.61	1.00		
Incremental Delay, d2	0.4	0.3	33.0	0.2		
Delay (s)	15.5	0.3	60.5	0.2		
Level of Service	B	A	E	A		
Approach Delay (s)	11.8			11.4	0.0	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2130	2484	348	924
v/c Ratio	0.60	0.56	0.54	0.58
Control Delay	5.7	9.0	39.9	1.6
Queue Delay	0.6	0.1	0.0	0.0
Total Delay	6.3	9.1	39.9	1.6
Queue Length 50th (ft)	116	220	120	0
Queue Length 95th (ft)	179	289	159	0
Internal Link Dist (ft)	250	635	1117	
Turn Bay Length (ft)			500	500
Base Capacity (vph)	3525	4442	640	1583
Starvation Cap Reductn	894	636	0	0
Spillback Cap Reductn	71	77	0	45
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.81	0.65	0.54	0.60

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	1960	2285	0	320	850
Future Volume (vph)	0	1960	2285	0	320	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2130	2484	0	348	924
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2130	2484	0	348	924
Confl. Peds. (#/hr)					410	
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		100.1	100.1		24.5	150.0
Effective Green, g (s)		99.7	99.7		28.5	150.0
Actuated g/C Ratio		0.66	0.66		0.19	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3379	4259		652	1583
v/s Ratio Prot		0.42	0.39		0.10	
v/s Ratio Perm						c0.58
v/c Ratio		0.63	0.58		0.53	0.58
Uniform Delay, d1		14.5	13.8		54.8	0.0
Progression Factor		0.84	1.47		1.00	1.00
Incremental Delay, d2		0.2	0.1		0.4	1.6
Delay (s)		12.4	20.3		55.2	1.6
Level of Service		B	C		E	A
Approach Delay (s)		12.4	20.3		16.2	
Approach LOS		B	C		B	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1185	1293	293	1777	803	361
v/c Ratio	0.87	0.82	0.66	0.63	0.85	0.90
Control Delay	34.8	18.1	48.6	18.7	61.2	78.9
Queue Delay	3.9	0.0	0.0	0.2	0.0	0.0
Total Delay	38.7	18.1	48.6	18.9	61.2	78.9
Queue Length 50th (ft)	492	1031	256	372	385	376
Queue Length 95th (ft)	686	1090	m377	410	468	#586
Internal Link Dist (ft)	635			630	537	
Turn Bay Length (ft)			275		200	200
Base Capacity (vph)	1356	1583	443	2830	942	399
Starvation Cap Reductn	110	0	0	337	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.82	0.66	0.71	0.85	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1090	1190	270	1635	650	420
Future Volume (vph)	1090	1190	270	1635	650	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	4.5	4.4	4.4
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.98	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3399	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3399	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1185	1293	293	1777	707	457
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1185	1293	293	1777	803	361
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	55.5	150.0	35.6	81.6	39.6	39.6
Effective Green, g (s)	53.5	150.0	37.6	83.6	41.6	41.6
Actuated g/C Ratio	0.36	1.00	0.25	0.56	0.28	0.28
Clearance Time (s)			6.4		6.4	6.4
Vehicle Extension (s)			2.0		3.5	3.5
Lane Grp Cap (vph)	1262	1583	443	2834	942	399
v/s Ratio Prot	c0.33		0.17	0.35	0.24	c0.25
v/s Ratio Perm		c0.82				
v/c Ratio	0.94	0.82	0.66	0.63	0.85	0.90
Uniform Delay, d1	46.7	0.0	50.5	22.6	51.3	52.3
Progression Factor	0.65	1.00	0.85	0.79	1.00	1.00
Incremental Delay, d2	11.0	3.9	1.8	0.2	7.7	23.7
Delay (s)	41.3	3.9	44.9	18.0	59.0	76.0
Level of Service	D	A	D	B	E	E
Approach Delay (s)	21.8			21.8	64.3	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	1435	103	1549	87	217	141	130	239	163	304
v/c Ratio	0.74	0.64	0.41	0.76	0.11	0.74	0.40	0.36	0.68	0.67	0.76
Control Delay	28.7	20.8	13.7	22.7	0.3	39.2	35.0	3.1	31.8	44.7	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	20.8	13.7	22.7	0.3	39.2	35.0	3.1	31.8	44.7	22.5
Queue Length 50th (ft)	86	390	21	226	0	78	32	0	87	72	34
Queue Length 95th (ft)	m98	440	44	285	0	#157	59	4	147	131	#136
Internal Link Dist (ft)		630		1233			420			420	
Turn Bay Length (ft)	140		200		200	185		185	170		
Base Capacity (vph)	278	2240	255	2039	763	293	391	375	365	280	429
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.64	0.40	0.76	0.11	0.74	0.36	0.35	0.65	0.58	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1070	250	95	1425	80	200	130	120	220	150	280
Future Volume (vph)	190	1070	250	95	1425	80	200	130	120	220	150	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4941		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.13	1.00		0.13	1.00	1.00	0.65	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	234	4941		248	5085	1583	1218	3539	1583	935	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1163	272	103	1549	87	217	141	130	239	163	304
RTOR Reduction (vph)	0	49	0	0	0	52	0	0	117	0	0	195
Lane Group Flow (vph)	207	1386	0	103	1549	35	217	141	13	239	163	109
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	35.5	29.9		31.7	28.0	28.0	14.8	7.5	7.5	19.6	9.9	9.9
Effective Green, g (s)	39.5	31.9		35.7	30.0	30.0	14.8	7.5	7.5	19.6	9.9	9.9
Actuated g/C Ratio	0.53	0.43		0.48	0.40	0.40	0.20	0.10	0.10	0.26	0.13	0.13
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	278	2101		233	2034	633	294	353	158	352	245	208
v/s Ratio Prot	c0.08	0.28		0.03	0.30		0.07	0.04		c0.09	0.09	
v/s Ratio Perm	c0.32			0.18		0.02	0.07		0.01	c0.09		0.07
v/c Ratio	0.74	0.66		0.44	0.76	0.05	0.74	0.40	0.08	0.68	0.67	0.52
Uniform Delay, d1	13.1	17.2		12.1	19.4	13.8	27.6	31.6	30.6	23.7	31.0	30.3
Progression Factor	1.72	1.26		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.7		0.5	2.8	0.2	8.1	0.3	0.1	4.1	5.2	1.1
Delay (s)	26.8	22.4		12.6	22.2	14.0	35.6	31.9	30.7	27.8	36.2	31.4
Level of Service	C	C		B	C	B	D	C	C	C	D	C
Approach Delay (s)		22.9			21.2			33.3			31.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	375	1848	207	418	2397	500	152	658	332	245	897	495
v/c Ratio	1.22	0.81	0.25	0.79	1.32	0.54	0.76	1.02	0.66	1.08	1.34	1.03
Control Delay	172.3	34.5	3.7	55.7	173.3	14.0	83.8	93.9	18.9	138.3	204.0	78.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	172.3	34.5	3.7	55.7	173.3	14.0	83.8	93.9	18.9	138.3	204.0	78.4
Queue Length 50th (ft)	~198	478	2	167	~1362	143	66	~310	53	~118	~517	~285
Queue Length 95th (ft)	#302	542	47	m177	m#1421	m137	#119	#433	160	#206	#650	#505
Internal Link Dist (ft)		880			1200			569			457	
Turn Bay Length (ft)	280		500	275			300		300	300		200
Base Capacity (vph)	308	2315	830	529	1813	924	200	642	500	227	669	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.80	0.25	0.79	1.32	0.54	0.76	1.02	0.66	1.08	1.34	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	1700	190	385	2205	460	140	605	305	225	825	455
Future Volume (vph)	345	1700	190	385	2205	460	140	605	305	225	825	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	4.8	4.8	5.9	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	1848	207	418	2397	500	152	658	332	245	897	495
RTOR Reduction (vph)	0	0	111	0	0	114	0	0	213	0	0	180
Lane Group Flow (vph)	375	1848	96	418	2397	386	152	658	119	245	897	315
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	9.7	56.3	56.3	18.0	64.6	64.6	5.6	21.6	21.6	6.6	22.6	22.6
Effective Green, g (s)	11.7	58.3	58.3	20.0	66.6	66.6	7.6	23.6	23.6	8.6	24.6	24.6
Actuated g/C Ratio	0.09	0.45	0.45	0.15	0.51	0.51	0.06	0.18	0.18	0.07	0.19	0.19
Clearance Time (s)	8.3	6.8	6.8	7.9	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	308	2280	709	528	1813	810	200	642	287	227	669	299
v/s Ratio Prot	c0.11	0.36		0.12	c0.68		0.04	c0.19		0.07	c0.25	
v/s Ratio Perm			0.06			0.24			0.08			0.20
v/c Ratio	1.22	0.81	0.13	0.79	1.32	0.48	0.76	1.02	0.42	1.08	1.34	1.05
Uniform Delay, d1	59.1	31.1	21.0	53.0	31.7	20.5	60.3	53.2	47.1	60.7	52.7	52.7
Progression Factor	1.00	1.00	1.00	0.97	0.88	1.24	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	123.8	3.3	0.4	2.5	146.2	0.6	14.1	42.0	1.0	82.4	163.3	66.8
Delay (s)	182.9	34.3	21.4	53.7	174.3	25.9	74.4	95.2	48.1	143.1	216.0	119.5
Level of Service	F	C	C	D	F	C	E	F	D	F	F	F
Approach Delay (s)		56.2			136.7			78.7			175.9	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	113.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	114.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Newport Center Dr/SW 12th Avenue & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	2348	109	2598	87	178	175	418	51	52	375
v/c Ratio	0.57	0.80	0.61	0.97	0.11	0.73	0.71	1.08	0.23	0.23	1.07
Control Delay	38.3	10.9	84.6	32.7	0.6	70.8	69.4	97.0	53.5	53.5	96.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	10.9	84.6	32.7	0.6	70.8	69.4	97.0	53.5	53.5	96.1
Queue Length 50th (ft)	23	149	95	761	1	152	149	~251	41	42	~205
Queue Length 95th (ft)	m38	m211	159	#919	1	#260	#253	#461	85	85	#408
Internal Link Dist (ft)		700		595			420			170	
Turn Bay Length (ft)	600		550		295	100					
Base Capacity (vph)	133	2943	198	2691	784	245	247	388	221	223	349
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	3	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.80	0.55	0.97	0.11	0.73	0.71	1.08	0.23	0.23	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2095	65	100	2390	80	315	10	385	90	5	345
Future Volume (vph)	70	2095	65	100	2390	80	315	10	385	90	5	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	6.0	6.0	6.0	5.7	5.7	5.7
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1597	6379		1770	5085	1369	1681	1690	1583	1665	1678	1417
Flt Permitted	0.07	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (perm)	112	6379		1770	5085	1369	1681	1690	1583	1665	1678	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	2277	71	109	2598	87	342	11	418	98	5	375
RTOR Reduction (vph)	0	3	0	0	0	42	0	0	157	0	0	161
Lane Group Flow (vph)	76	2345	0	109	2598	45	178	175	261	51	52	214
Heavy Vehicles (%)	13%	2%	2%	2%	2%	18%	2%	2%	2%	3%	2%	14%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases	6					2						
Actuated Green, G (s)	61.6	57.9		11.3	65.5	65.5	19.0	19.0	19.0	17.3	17.3	17.3
Effective Green, g (s)	65.6	59.9		13.3	67.5	67.5	19.0	19.0	19.0	17.3	17.3	17.3
Actuated g/C Ratio	0.50	0.46		0.10	0.52	0.52	0.15	0.15	0.15	0.13	0.13	0.13
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.0	6.0	6.0	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	121	2939		181	2640	710	245	247	231	221	223	188
v/s Ratio Prot	0.03	0.37		c0.06	c0.51		0.11	0.10	c0.16	0.03	0.03	c0.15
v/s Ratio Perm	0.29					0.03						
v/c Ratio	0.63	0.80		0.60	0.98	0.06	0.73	0.71	1.13	0.23	0.23	1.14
Uniform Delay, d1	29.3	29.9		55.8	30.7	15.5	53.0	52.9	55.5	50.4	50.4	56.4
Progression Factor	1.46	0.32		1.28	0.72	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	1.3		4.3	13.4	0.2	8.7	7.4	98.5	0.2	0.2	107.3
Delay (s)	46.8	10.8		75.7	35.6	6.6	61.8	60.2	154.0	50.6	50.6	163.6
Level of Service	D	B		E	D	A	E	E	F	D	D	F
Approach Delay (s)		11.9			36.3			111.4			139.3	
Approach LOS		B			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	43.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	2092	701	625	2793
v/c Ratio	0.71	0.44	1.10	0.44
Control Delay	8.1	1.1	89.6	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.1	1.1	89.6	0.2
Queue Length 50th (ft)	162	1	~381	0
Queue Length 95th (ft)	m181	m11	#615	0
Internal Link Dist (ft)	595			250
Turn Bay Length (ft)				
Base Capacity (vph)	2933	1583	567	6408
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	667
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	0.44	1.10	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	1925	645	575	2570	0	0
Future Volume (vph)	1925	645	575	2570	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.06	1.00		
Satd. Flow (perm)	5085	1583	106	6408		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2092	701	625	2793	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2092	701	625	2793	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	71.1	130.0	104.7	130.0		
Effective Green, g (s)	75.1	130.0	108.2	130.0		
Actuated g/C Ratio	0.58	1.00	0.83	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2937	1583	569	6408		
v/s Ratio Prot	0.41		c0.32	0.44		
v/s Ratio Perm		0.44	c0.60			
v/c Ratio	0.71	0.44	1.10	0.44		
Uniform Delay, d1	19.7	0.0	40.4	0.0		
Progression Factor	0.68	1.00	0.83	1.00		
Incremental Delay, d2	0.4	0.5	63.9	0.2		
Delay (s)	13.8	0.5	97.6	0.2		
Level of Service	B	A	F	A		
Approach Delay (s)	10.5			18.0	0.0	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2092	2299	239	1120
v/c Ratio	0.63	0.55	0.34	0.71
Control Delay	4.7	12.8	29.4	2.7
Queue Delay	0.3	0.0	0.1	0.2
Total Delay	5.0	12.8	29.5	2.9
Queue Length 50th (ft)	76	339	66	0
Queue Length 95th (ft)	144	m374	96	0
Internal Link Dist (ft)	250	635	1117	
Turn Bay Length (ft)			500	500
Base Capacity (vph)	3324	4189	713	1583
Starvation Cap Reductn	563	0	0	0
Spillback Cap Reductn	82	122	33	60
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.76	0.57	0.35	0.74

Intersection Summary

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	1925	2115	0	220	1030
Future Volume (vph)	0	1925	2115	0	220	1030
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2092	2299	0	239	1120
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2092	2299	0	239	1120
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		81.1	81.1		23.5	130.0
Effective Green, g (s)		80.7	80.7		27.5	130.0
Actuated g/C Ratio		0.62	0.62		0.21	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3156	3977		726	1583
v/s Ratio Prot		0.41	0.36		0.07	
v/s Ratio Perm						c0.71
v/c Ratio		0.66	0.58		0.33	0.71
Uniform Delay, d1		15.9	14.6		43.4	0.0
Progression Factor		0.58	2.02		1.00	1.00
Incremental Delay, d2		0.3	0.1		0.1	2.7
Delay (s)		9.4	29.5		43.5	2.7
Level of Service		A	C		D	A
Approach Delay (s)		9.4	29.5		9.9	
Approach LOS		A	C		A	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1397	935	326	1560	968	445
v/c Ratio	1.00	0.59	0.94	0.61	0.95	1.02
Control Delay	48.8	4.5	71.7	14.6	62.3	91.9
Queue Delay	1.7	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	4.5	71.7	14.6	62.3	91.9
Queue Length 50th (ft)	649	136	285	134	411	~423
Queue Length 95th (ft)	#791	110	m#442	157	#542	#664
Internal Link Dist (ft)	635			630	537	
Turn Bay Length (ft)			275		200	200
Base Capacity (vph)	1401	1583	348	2562	1022	438
Starvation Cap Reductn	10	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.59	0.94	0.61	0.95	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1285	860	300	1435	680	620
Future Volume (vph)	1285	860	300	1435	680	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	4.5	4.4	4.4
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.96	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3357	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3357	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1397	935	326	1560	739	674
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1397	935	326	1560	968	445
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	49.5	130.0	23.6	63.6	37.6	37.6
Effective Green, g (s)	47.5	130.0	25.6	65.6	39.6	39.6
Actuated g/C Ratio	0.37	1.00	0.20	0.50	0.30	0.30
Clearance Time (s)			6.4		6.4	6.4
Vehicle Extension (s)			2.0		3.5	3.5
Lane Grp Cap (vph)	1293	1583	348	2565	1022	438
v/s Ratio Prot	c0.39		c0.18	0.31	0.29	c0.31
v/s Ratio Perm		0.59				
v/c Ratio	1.08	0.59	0.94	0.61	0.95	1.02
Uniform Delay, d1	41.2	0.0	51.4	23.0	44.2	45.2
Progression Factor	0.69	1.00	0.83	0.59	1.00	1.00
Incremental Delay, d2	47.6	1.3	25.8	0.2	16.9	47.1
Delay (s)	76.0	1.3	68.3	13.8	61.1	92.3
Level of Service	E	A	E	B	E	F
Approach Delay (s)	46.0			23.2	70.9	
Approach LOS	D			C	E	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues

10: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	1793	207	1250	120	266	98	120	239	245	370
v/c Ratio	0.76	0.78	0.84	0.59	0.16	0.91	0.17	0.29	0.61	0.85	0.81
Control Delay	38.8	10.8	60.9	32.1	1.1	70.0	46.5	2.5	41.9	79.4	31.2
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	10.9	60.9	32.1	1.1	70.0	46.5	2.5	41.9	79.4	31.2
Queue Length 50th (ft)	144	280	121	309	0	173	36	0	153	199	95
Queue Length 95th (ft)	m145	m287	#249	375	9	#306	64	7	230	#319	#223
Internal Link Dist (ft)		630		1233			420			420	
Turn Bay Length (ft)	140		200		200	185		185	170		
Base Capacity (vph)	412	2296	269	2104	759	295	634	434	406	319	480
Starvation Cap Reductn	0	28	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.79	0.77	0.59	0.16	0.90	0.15	0.28	0.59	0.77	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1430	220	190	1150	110	245	90	110	220	225	340
Future Volume (vph)	255	1430	220	190	1150	110	245	90	110	220	225	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4984		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.12	1.00		0.07	1.00	1.00	0.24	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	218	4984		138	5085	1583	440	3539	1583	1286	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1554	239	207	1250	120	266	98	120	239	245	370
RTOR Reduction (vph)	0	15	0	0	0	70	0	0	100	0	0	213
Lane Group Flow (vph)	277	1778	0	207	1250	50	266	98	20	239	245	157
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	75.2	57.5		63.8	51.8	51.8	38.0	21.8	21.8	34.6	20.1	20.1
Effective Green, g (s)	77.9	59.5		67.8	53.8	53.8	38.0	21.8	21.8	34.6	20.1	20.1
Actuated g/C Ratio	0.60	0.46		0.52	0.41	0.41	0.29	0.17	0.17	0.27	0.15	0.15
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	365	2281		247	2104	655	294	593	265	396	288	244
v/s Ratio Prot	c0.11	0.36		0.09	0.25		c0.11	0.03		0.07	0.13	
v/s Ratio Perm	0.34			c0.34		0.03	c0.15		0.01	0.09		0.10
v/c Ratio	0.76	0.78		0.84	0.59	0.08	0.90	0.17	0.08	0.60	0.85	0.64
Uniform Delay, d1	25.8	29.7		34.6	29.6	23.1	39.3	46.3	45.6	40.5	53.5	51.6
Progression Factor	1.53	0.34		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.6		20.4	1.2	0.2	28.6	0.0	0.0	1.8	20.0	4.3
Delay (s)	41.5	10.6		55.0	30.9	23.3	67.9	46.4	45.7	42.3	73.5	55.9
Level of Service	D	B		D	C	C	E	D	D	D	E	E
Approach Delay (s)		14.7			33.4			58.0			57.1	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2299	152	1821	147	190
v/c Ratio	0.54	0.64	0.48	0.68	0.53
Control Delay	17.1	61.8	1.6	65.1	11.8
Queue Delay	0.0	1.4	0.1	0.0	0.0
Total Delay	17.1	63.3	1.7	65.1	11.8
Queue Length 50th (ft)	257	84	27	111	0
Queue Length 95th (ft)	325	#155	27	170	64
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4265	236	3824	545	619
Starvation Cap Reductn	0	18	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.70	0.54	0.27	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2010	105	140	1675	135	175
Future Volume (vph)	2010	105	140	1675	135	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7488		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7488		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2185	114	152	1821	147	190
RTOR Reduction (vph)	5	0	0	0	0	167
Lane Group Flow (vph)	2294	0	152	1821	147	23
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.2		14.0	88.2	14.8	14.8
Effective Green, g (s)	68.2		16.0	90.2	14.8	14.8
Actuated g/C Ratio	0.57		0.13	0.75	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4255		236	3822	218	195
v/s Ratio Prot	c0.31		c0.09	0.36	c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.54		0.64	0.48	0.67	0.12
Uniform Delay, d1	16.1		49.3	5.8	50.3	46.8
Progression Factor	1.00		1.00	0.20	1.00	1.00
Incremental Delay, d2	0.1		4.1	0.0	6.3	0.1
Delay (s)	16.2		53.4	1.2	56.6	46.9
Level of Service	B		D	A	E	D
Approach Delay (s)	16.2			5.2	51.1	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	92	2283	1810	82	250	163
v/c Ratio	0.70	0.47	0.45	0.08	0.59	0.49
Control Delay	63.6	2.4	10.0	1.7	55.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	2.4	10.0	1.7	55.0	13.2
Queue Length 50th (ft)	70	26	188	2	95	5
Queue Length 95th (ft)	#153	43	250	m6	130	64
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4818	4017	1023	1058	595
Starvation Cap Reductn	0	529	0	0	0	0
Spillback Cap Reductn	0	0	14	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.53	0.45	0.08	0.24	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	2100	1665	75	230	150
Future Volume (vph)	85	2100	1665	75	230	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	2283	1810	82	250	163
RTOR Reduction (vph)	0	0	0	31	0	137
Lane Group Flow (vph)	92	2283	1810	51	250	26
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	88.2	73.2	73.2	14.8	14.8
Effective Green, g (s)	9.0	90.2	75.2	75.2	14.8	14.8
Actuated g/C Ratio	0.08	0.75	0.63	0.63	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4816	4015	992	423	195
v/s Ratio Prot	c0.05	c0.36	0.28		c0.07	
v/s Ratio Perm				0.03		0.02
v/c Ratio	0.70	0.47	0.45	0.05	0.59	0.13
Uniform Delay, d1	54.2	5.7	11.7	8.6	49.7	46.9
Progression Factor	0.72	0.34	0.79	0.67	1.00	1.00
Incremental Delay, d2	10.6	0.0	0.0	0.0	1.5	0.1
Delay (s)	49.6	2.0	9.3	5.8	51.2	47.0
Level of Service	D	A	A	A	D	D
Approach Delay (s)		3.8	9.1		49.6	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1554	947	1391	442	484
v/c Ratio	0.43	0.60	0.48	0.52	0.70
Control Delay	5.3	7.8	7.7	21.9	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	7.8	7.7	21.9	26.7
Queue Length 50th (ft)	74	244	119	70	89
Queue Length 95th (ft)	124	360	156	108	138
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3650	1583	2897	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.60	0.48	0.50	0.67

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1430	900	0	1280	0	420	0	460	0	0
Future Volume (vph)	0	1430	900	0	1280	0	420	0	460	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1554	947	0	1391	0	442	0	484	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1554	947	0	1391	0	442	0	484	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		32.2	60.0		32.2		12.8		12.8		
Effective Green, g (s)		34.2	60.0		34.2		14.8		14.8		
Actuated g/C Ratio		0.57	1.00		0.57		0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3652	1583		2898		846		687		
v/s Ratio Prot		0.24			0.27		0.13		0.17		
v/s Ratio Perm			c0.60								
v/c Ratio		0.43	0.60		0.48		0.52		0.70		
Uniform Delay, d1		7.3	0.0		7.6		19.5		20.6		
Progression Factor		0.67	1.00		0.93		1.00		1.00		
Incremental Delay, d2		0.3	1.5		0.5		0.4		3.1		
Delay (s)		5.2	1.5		7.6		20.0		23.7		
Level of Service		A	A		A		B		C		
Approach Delay (s)		3.8			7.6			21.9		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1130	1848	463	495	358
v/c Ratio	0.38	0.62	0.29	0.63	0.56
Control Delay	5.2	4.9	0.2	24.7	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	4.9	0.2	24.7	24.0
Queue Length 50th (ft)	81	116	0	81	64
Queue Length 95th (ft)	56	141	m0	124	104
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2984	2984	1583	829	673
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.62	0.29	0.60	0.53

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1040	0	0	1700	440	470	0	340	0	0
Future Volume (vph)	0	1040	0	0	1700	440	470	0	340	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1130	0	0	1848	463	495	0	358	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1130	0	0	1848	463	495	0	358	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		33.2			33.2	60.0	11.8		11.8		
Effective Green, g (s)		35.2			35.2	60.0	13.8		13.8		
Actuated g/C Ratio		0.59			0.59	1.00	0.23		0.23		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2983			2983	1583	789		641		
v/s Ratio Prot		0.22			c0.36		c0.14		0.13		
v/s Ratio Perm						0.29					
v/c Ratio		0.38			0.62	0.29	0.63		0.56		
Uniform Delay, d1		6.6			8.1	0.0	20.8		20.4		
Progression Factor		0.72			0.54	1.00	1.00		1.00		
Incremental Delay, d2		0.3			0.5	0.2	1.4		0.8		
Delay (s)		5.1			4.8	0.2	22.1		21.3		
Level of Service		A			A	A	C		C		
Approach Delay (s)		5.1			3.9			21.8		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & SAMPLE ROAD

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	386	1114	49	1669	212	217	65	92	212	516
v/c Ratio	0.85	0.47	0.43	0.86	0.65	0.45	0.11	0.29	0.47	0.95
Control Delay	62.6	18.7	65.7	40.0	40.6	39.7	0.4	29.0	41.7	52.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	18.7	65.7	40.0	40.6	39.7	0.4	29.0	41.7	52.4
Queue Length 50th (ft)	144	208	37	454	114	135	0	46	134	235
Queue Length 95th (ft)	#229	279	79	#558	177	208	0	83	208	#438
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	457	2374	118	1952	324	543	616	312	512	593
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.47	0.42	0.86	0.65	0.40	0.11	0.29	0.41	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	910	115	45	1470	65	195	200	60	85	195	475
Future Volume (vph)	355	910	115	45	1470	65	195	200	60	85	195	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5000		1770	5053		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.46	1.00	1.00	0.53	1.00	1.00
Satd. Flow (perm)	3433	5000		1770	5053		857	1863	1583	990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	989	125	49	1598	71	212	217	65	92	212	516
RTOR Reduction (vph)	0	12	0	0	4	0	0	0	48	0	0	165
Lane Group Flow (vph)	386	1102	0	49	1665	0	212	217	17	92	212	351
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.8	53.3		4.8	44.3		37.9	30.9	30.9	33.9	28.9	28.9
Effective Green, g (s)	15.8	55.3		6.8	46.3		37.9	30.9	30.9	33.9	28.9	28.9
Actuated g/C Ratio	0.13	0.46		0.06	0.39		0.32	0.26	0.26	0.28	0.24	0.24
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	452	2304		100	1949		323	479	407	312	448	381
v/s Ratio Prot	c0.11	0.22		0.03	c0.33		c0.04	0.12		0.01	0.11	
v/s Ratio Perm							0.17		0.01	0.07		c0.22
v/c Ratio	0.85	0.48		0.49	0.85		0.66	0.45	0.04	0.29	0.47	0.92
Uniform Delay, d1	51.0	22.4		54.9	33.8		35.1	37.4	33.4	32.7	39.0	44.4
Progression Factor	0.88	0.80		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.1	0.7		1.4	5.0		3.6	0.2	0.0	0.2	0.3	26.3
Delay (s)	58.0	18.6		56.3	38.8		38.8	37.7	33.4	32.9	39.3	70.7
Level of Service	E	B		E	D		D	D	C	C	D	E
Approach Delay (s)		28.7			39.3			37.6			58.4	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2544	261	2288	114	120
v/c Ratio	0.60	0.87	0.57	0.65	0.45
Control Delay	19.3	77.5	1.8	72.8	14.3
Queue Delay	0.0	52.5	0.2	0.0	0.0
Total Delay	19.4	130.0	2.0	72.8	14.3
Queue Length 50th (ft)	328	169	38	94	0
Queue Length 95th (ft)	395	#360	27	152	57
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4248	299	3992	503	536
Starvation Cap Reductn	0	63	690	0	0
Spillback Cap Reductn	110	0	0	0	1
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	1.11	0.69	0.23	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2260	80	240	2105	105	110
Future Volume (vph)	2260	80	240	2105	105	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7450		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7450		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2457	87	261	2288	114	120
RTOR Reduction (vph)	3	0	0	0	0	108
Lane Group Flow (vph)	2541	0	261	2288	114	12
Confl. Peds. (#/hr)		80				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	72.1		20.0	100.1	12.9	12.9
Effective Green, g (s)	74.1		22.0	102.1	12.9	12.9
Actuated g/C Ratio	0.57		0.17	0.79	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4246		299	3993	175	157
v/s Ratio Prot	c0.34		c0.15	c0.45	c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.60		0.87	0.57	0.65	0.08
Uniform Delay, d1	18.2		52.6	5.4	56.4	53.1
Progression Factor	1.00		1.01	0.22	1.00	1.00
Incremental Delay, d2	0.2		19.3	0.1	6.5	0.1
Delay (s)	18.4		72.6	1.3	62.8	53.2
Level of Service	B		E	A	E	D
Approach Delay (s)	18.4			8.6	57.9	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	2397	2391	272	185	158
v/c Ratio	0.82	0.48	0.61	0.25	0.54	0.53
Control Delay	63.5	1.9	12.7	1.7	61.0	14.3
Queue Delay	6.0	0.1	0.0	0.0	0.0	0.1
Total Delay	69.6	2.0	12.7	1.7	61.0	14.4
Queue Length 50th (ft)	149	23	274	21	77	0
Queue Length 95th (ft)	#278	35	336	m34	112	64
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	217	5031	3947	1079	977	563
Starvation Cap Reductn	16	786	0	0	0	0
Spillback Cap Reductn	0	0	127	0	0	51
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.56	0.63	0.25	0.19	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	2205	2200	250	170	145
Future Volume (vph)	165	2205	2200	250	170	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	2397	2391	272	185	158
RTOR Reduction (vph)	0	0	0	104	0	142
Lane Group Flow (vph)	179	2397	2391	168	185	16
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	14.0	100.1	78.1	78.1	12.9	12.9
Effective Green, g (s)	16.0	102.1	80.1	80.1	12.9	12.9
Actuated g/C Ratio	0.12	0.79	0.62	0.62	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	217	5032	3948	975	340	157
v/s Ratio Prot	c0.10	0.37	c0.37		c0.05	
v/s Ratio Perm				0.11		0.01
v/c Ratio	0.82	0.48	0.61	0.17	0.54	0.10
Uniform Delay, d1	55.6	4.8	15.3	10.7	55.8	53.3
Progression Factor	0.68	0.33	0.77	0.93	1.00	1.00
Incremental Delay, d2	17.7	0.0	0.1	0.0	1.0	0.1
Delay (s)	55.4	1.6	11.9	10.0	56.7	53.4
Level of Service	E	A	B	A	E	D
Approach Delay (s)		5.3	11.7		55.2	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1908	653	1957	484	684
v/c Ratio	0.57	0.41	0.73	0.46	0.81
Control Delay	13.5	1.6	15.1	19.8	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	1.6	15.1	19.8	29.6
Queue Length 50th (ft)	240	7	271	77	138
Queue Length 95th (ft)	357	18	330	116	#211
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3369	1583	2673	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.41	0.73	0.45	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1755	620	0	1800	0	460	0	650	0	0
Future Volume (vph)	0	1755	620	0	1800	0	460	0	650	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1908	653	0	1957	0	484	0	684	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1908	653	0	1957	0	484	0	684	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		32.2	65.0		32.2		17.8		17.8		
Effective Green, g (s)		34.2	65.0		34.2		19.8		19.8		
Actuated g/C Ratio		0.53	1.00		0.53		0.30		0.30		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3371	1583		2675		1045		848		
v/s Ratio Prot		0.30			c0.38		0.14		c0.25		
v/s Ratio Perm			0.41								
v/c Ratio		0.57	0.41		0.73		0.46		0.81		
Uniform Delay, d1		10.4	0.0		11.9		18.3		20.8		
Progression Factor		1.22	1.00		1.13		1.00		1.00		
Incremental Delay, d2		0.6	0.7		1.4		0.2		5.5		
Delay (s)		13.3	0.7		14.7		18.5		26.3		
Level of Service		B	A		B		B		C		
Approach Delay (s)		10.1			14.7			23.1		0.0	
Approach LOS		B			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1723	1717	358	1074	579
v/c Ratio	0.64	0.64	0.23	0.81	0.54
Control Delay	13.6	13.9	0.2	40.8	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	13.9	0.2	40.8	32.4
Queue Length 50th (ft)	280	184	0	410	211
Queue Length 95th (ft)	239	m194	m0	451	248
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2693	2693	1583	1518	1232
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.64	0.23	0.71	0.47

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	0	1585	0	0	1580	340	1020	0	550	0	0
Future Volume (vph)	0	1585	0	0	1580	340	1020	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1723	0	0	1717	358	1074	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1723	0	0	1717	358	1074	0	579	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		66.9			66.9	130.0	48.1		48.1		
Effective Green, g (s)		68.9			68.9	130.0	50.1		50.1		
Actuated g/C Ratio		0.53			0.53	1.00	0.39		0.39		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2695			2695	1583	1323		1074		
v/s Ratio Prot		c0.34			0.34		c0.31		0.21		
v/s Ratio Perm						0.23					
v/c Ratio		0.64			0.64	0.23	0.81		0.54		
Uniform Delay, d1		21.7			21.7	0.0	35.7		31.0		
Progression Factor		0.55			0.58	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.7	0.2	3.8		0.4		
Delay (s)		12.5			13.3	0.2	39.5		31.4		
Level of Service		B			B	A	D		C		
Approach Delay (s)		12.5			11.0			36.7		0.0	
Approach LOS		B			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & SAMPLE ROAD

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	467	1854	98	1604	228	326	87	71	255	375
v/c Ratio	0.86	0.73	0.74	0.76	0.96	0.76	0.17	0.41	0.78	0.80
Control Delay	76.5	23.3	89.8	35.7	89.0	58.5	0.7	39.8	66.9	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.5	23.3	89.8	35.7	89.0	58.5	0.7	39.8	66.9	31.5
Queue Length 50th (ft)	213	261	82	411	156	266	0	44	209	119
Queue Length 95th (ft)	#288	390	#171	#542	#210	342	0	74	279	223
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	554	2528	136	2120	237	530	594	174	458	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.73	0.72	0.76	0.96	0.62	0.15	0.41	0.56	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	1525	180	90	1365	110	210	300	80	65	235	345
Future Volume (vph)	430	1525	180	90	1365	110	210	300	80	65	235	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5005		1770	5028		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.25	1.00	1.00	0.33	1.00	1.00
Satd. Flow (perm)	3433	5005		1770	5028		467	1863	1583	607	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	467	1658	196	98	1484	120	228	326	87	71	255	375
RTOR Reduction (vph)	0	10	0	0	6	0	0	0	67	0	0	190
Lane Group Flow (vph)	467	1844	0	98	1598	0	228	326	20	71	255	185
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	18.5	62.3		7.7	51.5		40.0	30.0	30.0	28.0	24.0	24.0
Effective Green, g (s)	20.5	64.3		9.7	53.5		40.0	30.0	30.0	28.0	24.0	24.0
Actuated g/C Ratio	0.16	0.49		0.07	0.41		0.31	0.23	0.23	0.22	0.18	0.18
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	541	2475		132	2069		243	429	365	166	343	292
v/s Ratio Prot	c0.14	c0.37		0.06	0.32		c0.07	0.18		0.01	0.14	
v/s Ratio Perm							c0.22		0.01	0.08		0.12
v/c Ratio	0.86	0.75		0.74	0.77		0.94	0.76	0.06	0.43	0.74	0.63
Uniform Delay, d1	53.4	26.3		58.9	33.0		41.2	46.6	39.0	42.6	50.1	48.9
Progression Factor	1.18	0.82		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.8	1.7		17.7	2.9		40.2	6.7	0.0	0.6	7.4	3.3
Delay (s)	73.7	23.3		76.7	35.9		81.4	53.4	39.0	43.3	57.5	52.2
Level of Service	E	C		E	D		F	D	D	D	E	D
Approach Delay (s)		33.4			38.2			61.4			53.2	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues

1: SW 12th Avenue & Hillsboro Bvd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	2435	370	1641	505	109	152	261	27	27	27
v/c Ratio	0.97	0.77	1.02	0.59	0.46	0.30	0.77	0.49	0.36	0.35	0.07
Control Delay	113.8	27.5	124.1	22.5	7.7	75.1	102.4	16.2	95.6	95.0	0.4
Queue Delay	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.8	27.5	124.1	22.8	8.0	75.1	102.4	16.2	95.6	95.0	0.4
Queue Length 50th (ft)	375	724	~240	359	92	62	178	52	33	33	0
Queue Length 95th (ft)	#583	914	#356	325	95	93	255	140	72	72	1
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	325	3147	364	2789	1230	610	331	528	252	257	385
Starvation Cap Reductn	0	0	0	497	226	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.77	1.02	0.72	0.50	0.18	0.46	0.49	0.11	0.11	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Future Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	2228	207	370	1641	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	4	0	0	0	100	0	0	165	0	0	21
Lane Group Flow (vph)	315	2431	0	370	1641	405	109	152	96	27	27	6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	31.1	110.7		17.1	96.7	104.8	19.1	19.1	36.2	8.1	8.1	39.2
Effective Green, g (s)	33.1	112.7		19.1	98.7	108.8	19.1	19.1	36.2	8.1	8.1	39.2
Actuated g/C Ratio	0.18	0.63		0.11	0.55	0.60	0.11	0.11	0.20	0.04	0.04	0.22
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	325	3143		364	2788	956	364	197	318	75	77	344
v/s Ratio Prot	c0.18	c0.48		0.11	0.32	c0.02	0.03	c0.08	0.03	0.02	0.02	0.00
v/s Ratio Perm						0.23			0.03			0.00
v/c Ratio	0.97	0.77		1.02	0.59	0.42	0.30	0.77	0.30	0.36	0.35	0.02
Uniform Delay, d1	72.9	24.4		80.5	27.1	18.9	74.3	78.3	61.2	83.4	83.4	55.3
Progression Factor	1.00	1.00		1.01	0.77	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.9	1.9		46.4	0.7	0.1	0.2	15.5	0.2	1.1	1.0	0.0
Delay (s)	113.9	26.3		128.0	21.7	15.0	74.4	93.9	61.4	84.5	84.4	55.3
Level of Service	F	C		F	C	B	E	F	E	F	F	E
Approach Delay (s)		36.3			36.0			73.6			74.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1565	937	1625	642	863
v/c Ratio	0.31	0.59	0.62	0.84	0.71
Control Delay	0.1	5.2	27.5	54.8	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	5.2	27.5	54.8	44.6
Queue Length 50th (ft)	0	116	335	668	471
Queue Length 95th (ft)	0	197	534	719	473
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2622	919	1447
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.59	0.62	0.70	0.60

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Future Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		180.0	180.0		90.8		76.2		76.2		
Effective Green, g (s)		180.0	180.0		92.8		78.2		78.2		
Actuated g/C Ratio		1.00	1.00		0.52		0.43		0.43		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2621		768		1210		
v/s Ratio Prot		0.31			0.32		c0.36		0.31		
v/s Ratio Perm			c0.59								
v/c Ratio		0.31	0.59		0.62		0.84		0.71		
Uniform Delay, d1		0.0	0.0		31.0		45.2		41.7		
Progression Factor		1.00	1.00		0.80		1.00		1.00		
Incremental Delay, d2		0.1	1.1		1.1		7.7		1.9		
Delay (s)		0.1	1.1		26.1		52.9		43.6		
Level of Service		A	A		C		D		D		
Approach Delay (s)		0.5			26.1			47.6		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1511	1734	842
v/c Ratio	0.58	0.34	0.77
Control Delay	13.8	0.1	28.4
Queue Delay	0.0	0.0	0.0
Total Delay	13.8	0.1	28.4
Queue Length 50th (ft)	178	0	226
Queue Length 95th (ft)	319	m0	268
Internal Link Dist (ft)	286	256	
Turn Bay Length (ft)			
Base Capacity (vph)	2603	5085	1294
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.58	0.34	0.65

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↱↱
Traffic Volume (vph)	1390	0	0	1595	0	800
Future Volume (vph)	1390	0	0	1595	0	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5		4.5
Lane Util. Factor	0.91			0.91		0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		2787
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	1511	0	0	1734	0	842
RTOR Reduction (vph)	0	0	0	0	0	10
Lane Group Flow (vph)	1511	0	0	1734	0	832
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA		Prot
Protected Phases	6			2		5
Permitted Phases						
Actuated Green, G (s)	44.1			90.0		32.9
Effective Green, g (s)	46.1			90.0		34.9
Actuated g/C Ratio	0.51			1.00		0.39
Clearance Time (s)	6.5			6.5		6.5
Vehicle Extension (s)	3.0			3.0		3.0
Lane Grp Cap (vph)	2604			5085		1080
v/s Ratio Prot	c0.30			0.34		c0.30
v/s Ratio Perm						
v/c Ratio	0.58			0.34		0.77
Uniform Delay, d1	15.2			0.0		24.0
Progression Factor	0.80			1.00		1.00
Incremental Delay, d2	0.9			0.1		3.4
Delay (s)	13.1			0.1		27.4
Level of Service	B			A		C
Approach Delay (s)	13.1			0.1	27.4	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	1908	130	87	2141	484	92	174	43	5	92
v/c Ratio	1.07	0.56	0.12	0.64	0.75	2.04	0.39	0.49	0.52	0.08	0.42
Control Delay	130.0	13.8	0.8	101.4	31.9	514.9	78.5	13.8	90.8	87.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.0	13.8	0.8	101.4	31.9	514.9	78.5	13.8	90.8	87.0	5.7
Queue Length 50th (ft)	~434	427	3	101	684	~829	103	0	44	6	0
Queue Length 95th (ft)	#653	449	8	167	739	#1063	169	79	85	22	0
Internal Link Dist (ft)		775			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	320	3393	1099	160	2846	237	548	588	82	393	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.56	0.12	0.54	0.75	2.04	0.17	0.30	0.52	0.01	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Future Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5049		767	1863	1583	1299	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	1908	130	87	2038	103	484	92	174	43	5	92
RTOR Reduction (vph)	0	0	44	0	2	0	0	0	152	0	0	88
Lane Group Flow (vph)	342	1908	86	87	2139	0	484	92	22	43	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	30.6	117.0	117.0	11.8	98.2		32.2	23.0	23.0	10.4	7.2	7.2
Effective Green, g (s)	32.6	119.0	119.0	13.8	100.2		32.2	23.0	23.0	10.4	7.2	7.2
Actuated g/C Ratio	0.18	0.66	0.66	0.08	0.56		0.18	0.13	0.13	0.06	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	320	3361	1046	135	2810		243	238	202	83	74	63
v/s Ratio Prot	c0.19	0.38		0.05	c0.42		c0.21	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.15		0.01	0.02		0.00
v/c Ratio	1.07	0.57	0.08	0.64	0.76		1.99	0.39	0.11	0.52	0.07	0.06
Uniform Delay, d1	73.7	16.5	10.9	80.7	30.7		71.7	72.0	69.4	81.9	83.2	83.1
Progression Factor	0.98	0.82	0.37	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	64.6	0.6	0.1	7.7	2.0		460.7	0.4	0.1	2.3	0.1	0.1
Delay (s)	136.8	14.1	4.2	88.4	32.7		532.4	72.4	69.5	84.2	83.3	83.3
Level of Service	F	B	A	F	C		F	E	E	F	F	F
Approach Delay (s)		31.2			34.9			368.6			83.6	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	80.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	2316	299	2397	65	250	11	402	274	281	359
v/c Ratio	0.56	0.92	1.29	0.91	0.05	0.70	0.06	1.07	0.91	0.91	0.86
Control Delay	88.5	40.4	206.7	23.2	0.1	70.9	55.1	108.2	88.6	89.3	47.4
Queue Delay	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.5	40.4	206.7	25.1	0.1	70.9	55.1	108.2	88.6	89.3	47.4
Queue Length 50th (ft)	44	718	~181	276	0	115	9	~347	255	263	174
Queue Length 95th (ft)	#98	#897	m#254	#900	m0	157	29	#516	#415	#425	#333
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	88	2511	232	2623	1213	784	425	376	324	330	417
Starvation Cap Reductn	0	0	0	116	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.92	1.29	0.96	0.05	0.32	0.03	1.07	0.85	0.85	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Future Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2158	158	299	2397	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	19	0	0	62	0	0	82
Lane Group Flow (vph)	49	2311	0	299	2397	46	250	11	340	274	281	277
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	67.7		7.5	70.2	95.4	14.6	14.6	22.1	25.2	25.2	30.2
Effective Green, g (s)	7.0	69.7		9.5	72.2	99.4	14.6	14.6	22.1	25.2	25.2	30.2
Actuated g/C Ratio	0.05	0.50		0.07	0.52	0.71	0.10	0.10	0.16	0.18	0.18	0.22
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	88	2505		232	2622	1123	358	194	249	302	308	341
v/s Ratio Prot	0.03	0.46		c0.09	c0.47	0.01	0.07	0.01	c0.07	0.16	c0.16	0.03
v/s Ratio Perm						0.02			0.14			0.15
v/c Ratio	0.56	0.92		1.29	0.91	0.04	0.70	0.06	1.36	0.91	0.91	0.81
Uniform Delay, d1	65.0	32.6		65.2	31.1	6.1	60.6	56.5	58.9	56.3	56.3	52.2
Progression Factor	1.00	1.00		1.20	0.57	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	7.1		149.6	4.3	0.0	4.7	0.0	187.5	28.4	29.3	13.1
Delay (s)	69.3	39.8		228.0	22.0	0.3	65.3	56.5	246.5	84.7	85.6	65.3
Level of Service	E	D		F	C	A	E	E	F	F	F	E
Approach Delay (s)		40.4			43.8			175.0			77.4	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	60.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2114	874	2098	695	642
v/c Ratio	0.42	0.55	0.82	0.90	0.53
Control Delay	0.1	0.9	25.9	52.5	30.3
Queue Delay	0.0	0.0	1.0	0.0	0.0
Total Delay	0.1	0.9	26.9	52.5	30.3
Queue Length 50th (ft)	0	0	539	562	232
Queue Length 95th (ft)	m0	m0	586	733	286
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2544	828	1303
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	217	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.55	0.90	0.84	0.49

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Future Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		140.0	140.0		68.0		59.0		59.0		
Effective Green, g (s)		140.0	140.0		70.0		61.0		61.0		
Actuated g/C Ratio		1.00	1.00		0.50		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2542		771		1214		
v/s Ratio Prot		0.42			c0.41		c0.39		0.23		
v/s Ratio Perm			0.55								
v/c Ratio		0.42	0.55		0.83		0.90		0.53		
Uniform Delay, d1		0.0	0.0		29.8		36.7		29.0		
Progression Factor		1.00	1.00		0.74		1.00		1.00		
Incremental Delay, d2		0.1	0.5		3.1		13.7		0.3		
Delay (s)		0.1	0.5		25.0		50.4		29.3		
Level of Service		A	A		C		D		C		
Approach Delay (s)		0.2			25.0			40.3		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	2038	2315	789
v/c Ratio	0.73	0.46	0.79
Control Delay	15.7	0.1	26.0
Queue Delay	0.0	0.0	0.0
Total Delay	15.7	0.1	26.0
Queue Length 50th (ft)	280	0	159
Queue Length 95th (ft)	273	m0	228
Internal Link Dist (ft)	286	256	
Turn Bay Length (ft)			
Base Capacity (vph)	2789	5085	1079
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.46	0.73

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↱↱
Traffic Volume (vph)	1875	0	0	2130	0	750
Future Volume (vph)	1875	0	0	2130	0	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5		2.0
Lane Util. Factor	0.91			0.91		0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		2787
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	2038	0	0	2315	0	789
RTOR Reduction (vph)	0	0	0	0	0	5
Lane Group Flow (vph)	2038	0	0	2315	0	784
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA		Prot
Protected Phases	6			2		5
Permitted Phases						
Actuated Green, G (s)	36.4			70.0		23.1
Effective Green, g (s)	38.4			70.0		25.1
Actuated g/C Ratio	0.55			1.00		0.36
Clearance Time (s)	6.5			6.5		4.0
Vehicle Extension (s)	3.0			3.0		3.0
Lane Grp Cap (vph)	2789			5085		999
v/s Ratio Prot	c0.40			0.46		c0.28
v/s Ratio Perm						
v/c Ratio	0.73			0.46		0.78
Uniform Delay, d1	11.9			0.0		20.0
Progression Factor	1.15			1.00		1.00
Incremental Delay, d2	1.5			0.1		4.1
Delay (s)	15.2			0.1		24.1
Level of Service	B			A		C
Approach Delay (s)	15.2			0.1	24.1	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: SW Natura Boulevard/Fairway Drive & Hillsboro Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	2413	337	152	2505	315	11	141	136	54	337
v/c Ratio	0.92	0.86	0.36	1.00	0.86	1.08	0.03	0.37	0.43	0.16	0.88
Control Delay	119.4	24.4	8.6	135.8	30.2	125.0	43.4	9.7	46.2	46.5	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.4	24.4	8.6	135.8	30.2	125.0	43.4	9.7	46.2	46.5	57.8
Queue Length 50th (ft)	91	572	77	141	676	~286	8	2	100	42	197
Queue Length 95th (ft)	m#160	#919	200	#290	#954	#351	25	56	144	75	291
Internal Link Dist (ft)		775			631		513			402	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	112	2799	928	152	2910	291	492	520	313	505	520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.86	0.36	1.00	0.86	1.08	0.02	0.27	0.43	0.11	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Future Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.72	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1345	1863	1583	1341	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2413	337	152	2467	38	315	11	141	136	54	337
RTOR Reduction (vph)	0	0	57	0	1	0	0	0	115	0	0	103
Lane Group Flow (vph)	103	2413	280	152	2504	0	315	11	26	136	54	234
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	6.9	75.1	75.1	10.1	78.3		28.8	23.8	23.8	30.8	24.8	24.8
Effective Green, g (s)	8.9	77.1	77.1	12.1	80.3		28.8	23.8	23.8	30.8	24.8	24.8
Actuated g/C Ratio	0.06	0.55	0.55	0.09	0.57		0.21	0.17	0.17	0.22	0.18	0.18
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	112	2800	871	152	2910		291	316	269	313	330	280
v/s Ratio Prot	0.06	0.47		c0.09	c0.49		c0.04	0.01		0.02	0.03	
v/s Ratio Perm			0.18				c0.18		0.02	0.08		0.15
v/c Ratio	0.92	0.86	0.32	1.00	0.86		1.08	0.03	0.10	0.43	0.16	0.84
Uniform Delay, d1	65.2	26.9	17.2	64.0	25.1		54.9	48.5	49.0	46.6	48.8	55.6
Progression Factor	1.07	0.76	0.65	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	45.8	2.6	0.7	73.0	3.6		76.5	0.0	0.1	0.4	0.1	18.3
Delay (s)	115.6	23.0	11.9	136.9	28.7		131.4	48.5	49.1	46.9	48.9	73.9
Level of Service	F	C	B	F	C		F	D	D	D	D	E
Approach Delay (s)		25.0			34.9			104.6			64.4	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

5: S Military Trail & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	364	2598	174	364	1696	375	207	929	701	522	658	315
v/c Ratio	1.54	1.23	0.23	1.47	1.15	0.48	0.65	0.95	1.20	1.57	0.66	0.53
Control Delay	302.5	143.8	3.4	270.9	109.3	22.7	71.3	69.2	136.1	309.1	48.6	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	302.5	143.8	3.4	270.9	109.3	22.7	71.3	69.2	136.1	309.1	48.6	18.0
Queue Length 50th (ft)	~238	~1066	0	~229	~925	131	94	439	~629	~345	281	80
Queue Length 95th (ft)	#342	#1151	37	#337	#1071	213	138	#574	#877	#462	352	178
Internal Link Dist (ft)		880			1200			569			457	
Turn Bay Length (ft)	280		500	275			300		300	300		200
Base Capacity (vph)	237	2113	767	247	1481	781	333	975	585	333	990	591
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.54	1.23	0.23	1.47	1.15	0.48	0.62	0.95	1.20	1.57	0.66	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Future Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	4.8	4.8	5.9	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	364	2598	174	364	1696	375	207	929	701	522	658	315
RTOR Reduction (vph)	0	0	102	0	0	119	0	0	149	0	0	148
Lane Group Flow (vph)	364	2598	72	364	1696	256	207	929	552	522	658	167
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	7.7	56.2	56.2	8.1	56.6	56.6	11.0	36.6	36.6	11.6	37.2	37.2
Effective Green, g (s)	9.7	58.2	58.2	10.1	58.6	58.6	13.0	38.6	38.6	13.6	39.2	39.2
Actuated g/C Ratio	0.07	0.42	0.42	0.07	0.42	0.42	0.09	0.28	0.28	0.10	0.28	0.28
Clearance Time (s)	8.3	6.8	6.8	7.9	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	237	2113	658	247	1481	662	318	975	436	333	990	443
v/s Ratio Prot	0.11	c0.51		0.11	c0.48		0.06	0.26		c0.15	0.19	
v/s Ratio Perm			0.05			0.16			c0.35			0.11
v/c Ratio	1.54	1.23	0.11	1.47	1.15	0.39	0.65	0.95	1.27	1.57	0.66	0.38
Uniform Delay, d1	65.2	40.9	25.0	65.0	40.7	28.2	61.3	49.8	50.7	63.2	44.6	40.6
Progression Factor	1.00	1.00	1.00	1.04	1.02	1.66	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	261.2	107.7	0.3	226.9	71.0	1.1	3.6	18.4	136.7	269.6	1.7	0.5
Delay (s)	326.4	148.6	25.4	294.3	112.6	48.0	64.9	68.2	187.4	332.8	46.3	41.1
Level of Service	F	F	C	F	F	D	E	E	F	F	D	D
Approach Delay (s)		162.4			129.8			113.3			145.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	140.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	111.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Newport Center Dr/SW 12th Avenue & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	332	3489	440	2283	370	35	36	114	27	27	92
v/c Ratio	0.91	1.05	1.04	0.77	0.36	0.49	0.49	0.49	0.42	0.39	0.43
Control Delay	59.0	35.0	110.7	18.4	2.2	87.8	88.0	8.7	85.1	81.7	6.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	35.0	110.7	18.6	2.2	87.8	88.0	8.7	85.1	81.7	6.0
Queue Length 50th (ft)	259	~982	~419	621	5	33	34	0	25	25	0
Queue Length 95th (ft)	m191	m222	#639	666	11	#80	#80	11	61	61	0
Internal Link Dist (ft)		700		595			420			170	
Turn Bay Length (ft)	600		550		295	100					
Base Capacity (vph)	381	3317	424	2976	1014	72	73	231	65	70	217
Starvation Cap Reductn	0	0	0	112	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	1.05	1.04	0.80	0.36	0.49	0.49	0.49	0.42	0.39	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	2705	505	405	2100	340	55	10	105	40	10	85
Future Volume (vph)	305	2705	505	405	2100	340	55	10	105	40	10	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	6.0	6.0	6.0	5.7	5.7	5.7
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1736	6257		1770	5085	1524	1681	1710	1583	1453	1573	1154
Flt Permitted	0.05	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	99	6257		1770	5085	1524	1681	1710	1583	1453	1573	1154
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	2940	549	440	2283	370	60	11	114	43	11	92
RTOR Reduction (vph)	0	24	0	0	0	122	0	0	109	0	0	88
Lane Group Flow (vph)	332	3465	0	440	2283	248	35	36	5	27	27	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases	6					2						
Actuated Green, G (s)	95.1	71.7		31.6	79.9	79.9	6.0	6.0	6.0	6.2	6.2	6.2
Effective Green, g (s)	99.1	73.7		33.6	81.9	81.9	6.0	6.0	6.0	6.2	6.2	6.2
Actuated g/C Ratio	0.71	0.53		0.24	0.59	0.59	0.04	0.04	0.04	0.04	0.04	0.04
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.0	6.0	6.0	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	367	3293		424	2974	891	72	73	67	64	69	51
v/s Ratio Prot	0.16	c0.55		c0.25	0.45		0.02	c0.02	0.00	c0.02	0.02	0.00
v/s Ratio Perm	0.48					0.16						
v/c Ratio	0.90	1.05		1.04	0.77	0.28	0.49	0.49	0.07	0.42	0.39	0.08
Uniform Delay, d1	44.9	33.1		53.2	21.9	14.4	65.5	65.5	64.3	65.2	65.1	64.2
Progression Factor	1.27	0.25		1.19	0.75	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	24.4		51.3	1.8	0.7	1.9	1.9	0.2	1.6	1.3	0.2
Delay (s)	60.2	32.8		114.4	18.1	6.5	67.4	67.4	64.5	66.8	66.4	64.4
Level of Service	E	C		F	B	A	E	E	E	E	E	E
Approach Delay (s)		35.2			30.4			65.6			65.2	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	2321	777	908	3092
v/c Ratio	0.91	0.49	1.27	0.48
Control Delay	10.0	1.1	151.8	0.2
Queue Delay	0.5	0.0	0.0	0.0
Total Delay	10.5	1.1	151.8	0.2
Queue Length 50th (ft)	362	0	~834	0
Queue Length 95th (ft)	m345	m0	#1253	0
Internal Link Dist (ft)	595			250
Turn Bay Length (ft)				
Base Capacity (vph)	2542	1583	717	6408
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	44	0	0	242
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.93	0.49	1.27	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	2135	715	835	2845	0	0
Future Volume (vph)	2135	715	835	2845	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.06	1.00		
Satd. Flow (perm)	5085	1583	114	6408		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2321	777	908	3092	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2321	777	908	3092	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	66.1	140.0	114.7	140.0		
Effective Green, g (s)	70.1	140.0	118.2	140.0		
Actuated g/C Ratio	0.50	1.00	0.84	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2546	1583	718	6408		
v/s Ratio Prot	0.46		c0.47	0.48		
v/s Ratio Perm		0.49	c0.59			
v/c Ratio	0.91	0.49	1.26	0.48		
Uniform Delay, d1	32.1	0.0	39.9	0.0		
Progression Factor	0.44	1.00	0.71	1.00		
Incremental Delay, d2	0.5	0.1	127.5	0.2		
Delay (s)	14.6	0.1	156.0	0.2		
Level of Service	B	A	F	A		
Approach Delay (s)	11.0			35.6	0.0	
Approach LOS	B			D	A	

Intersection Summary			
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2321	2924	467	1076
v/c Ratio	0.64	0.64	0.87	0.68
Control Delay	7.5	8.0	59.6	2.4
Queue Delay	1.7	0.2	0.0	0.4
Total Delay	9.2	8.2	59.6	2.7
Queue Length 50th (ft)	225	300	167	0
Queue Length 95th (ft)	256	m311	#241	0
Internal Link Dist (ft)	250	635	1117	
Turn Bay Length (ft)			500	500
Base Capacity (vph)	3632	4577	539	1583
Starvation Cap Reductn	1068	664	0	0
Spillback Cap Reductn	0	248	0	139
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.91	0.75	0.87	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	2135	2690	0	430	990
Future Volume (vph)	0	2135	2690	0	430	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2321	2924	0	467	1076
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2321	2924	0	467	1076
Confl. Peds. (#/hr)					410	
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		96.1	96.1		18.5	140.0
Effective Green, g (s)		95.7	95.7		22.5	140.0
Actuated g/C Ratio		0.68	0.68		0.16	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3475	4380		551	1583
v/s Ratio Prot		0.46	0.46		0.14	
v/s Ratio Perm						c0.68
v/c Ratio		0.67	0.67		0.85	0.68
Uniform Delay, d1		12.9	12.9		57.1	0.0
Progression Factor		1.23	1.31		1.00	1.00
Incremental Delay, d2		0.1	0.2		11.1	2.4
Delay (s)		16.0	17.1		68.2	2.4
Level of Service		B	B		E	A
Approach Delay (s)		16.0	17.1		22.3	
Approach LOS		B	B		C	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1299	1489	315	2000	990	445
v/c Ratio	1.08	0.94	0.61	0.72	1.05	1.12
Control Delay	85.4	24.8	37.9	18.9	92.0	128.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	85.4	24.8	37.9	19.1	92.0	128.1
Queue Length 50th (ft)	~705	1228	188	422	~505	~512
Queue Length 95th (ft)	#850	#1270	m239	458	#638	#748
Internal Link Dist (ft)	635			630	537	
Turn Bay Length (ft)			275		200	200
Base Capacity (vph)	1200	1583	513	2778	942	397
Starvation Cap Reductn	0	0	0	160	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.94	0.61	0.76	1.05	1.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1195	1370	290	1840	850	470
Future Volume (vph)	1195	1370	290	1840	850	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	4.5	4.4	4.4
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.99	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3418	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3418	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1299	1489	315	2000	924	511
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1299	1489	315	2000	990	445
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	45.5	140.0	38.6	74.6	36.6	36.6
Effective Green, g (s)	43.5	140.0	40.6	76.6	38.6	38.6
Actuated g/C Ratio	0.31	1.00	0.29	0.55	0.28	0.28
Clearance Time (s)			6.4		6.4	6.4
Vehicle Extension (s)			2.0		3.5	3.5
Lane Grp Cap (vph)	1099	1583	513	2782	942	397
v/s Ratio Prot	c0.37		0.18	0.39	0.29	c0.31
v/s Ratio Perm		c0.94				
v/c Ratio	1.18	0.94	0.61	0.72	1.05	1.12
Uniform Delay, d1	48.2	0.0	42.9	23.7	50.7	50.7
Progression Factor	0.84	1.00	0.81	0.76	1.00	1.00
Incremental Delay, d2	89.0	9.6	0.8	0.4	43.6	82.2
Delay (s)	129.3	9.6	35.4	18.3	94.3	132.9
Level of Service	F	A	D	B	F	F
Approach Delay (s)	65.4			20.6	106.3	
Approach LOS	E			C	F	

Intersection Summary			
HCM 2000 Control Delay	58.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	272	1538	168	1685	92	239	163	163	250	201	391
v/c Ratio	1.00	0.76	0.62	0.83	0.12	0.90	0.41	0.42	0.78	0.77	0.91
Control Delay	44.4	25.3	20.7	23.4	0.3	61.3	32.1	4.5	40.8	50.0	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	25.3	20.7	23.4	0.3	61.3	32.1	4.5	40.8	50.0	39.8
Queue Length 50th (ft)	~140	383	33	233	0	82	34	0	86	84	61
Queue Length 95th (ft)	m118	m351	#90	293	0	#200	62	16	#144	#178	#217
Internal Link Dist (ft)		630		1233			420			420	
Turn Bay Length (ft)	140		200		200	185		185	170		
Base Capacity (vph)	273	2037	273	2038	773	265	419	401	319	274	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.76	0.62	0.83	0.12	0.90	0.39	0.41	0.78	0.73	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Future Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4935		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.14	1.00		0.14	1.00	1.00	0.63	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	265	4935		265	5085	1583	1177	3539	1583	962	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	1234	304	168	1685	92	239	163	163	250	201	391
RTOR Reduction (vph)	0	60	0	0	0	55	0	0	145	0	0	208
Lane Group Flow (vph)	272	1478	0	168	1685	37	239	163	18	250	201	183
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	30.7	26.1		30.7	26.1	26.1	13.1	7.8	7.8	17.1	9.8	9.8
Effective Green, g (s)	34.7	28.1		34.7	28.1	28.1	13.1	7.8	7.8	17.1	9.8	9.8
Actuated g/C Ratio	0.50	0.40		0.50	0.40	0.40	0.19	0.11	0.11	0.24	0.14	0.14
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	273	1981		273	2041	635	265	394	176	319	260	221
v/s Ratio Prot	c0.09	0.30		0.06	0.33		0.07	0.05		c0.08	0.11	
v/s Ratio Perm	c0.40			0.25		0.02	0.10		0.01	0.11		c0.12
v/c Ratio	1.00	0.75		0.62	0.83	0.06	0.90	0.41	0.10	0.78	0.77	0.83
Uniform Delay, d1	14.5	17.9		12.0	18.8	12.8	27.1	29.0	28.0	23.7	29.0	29.3
Progression Factor	2.17	1.48		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.4	0.2		2.9	4.0	0.2	30.3	0.3	0.1	11.0	12.2	20.8
Delay (s)	46.8	26.7		14.9	22.7	13.0	57.5	29.2	28.1	34.7	41.2	50.1
Level of Service	D	C		B	C	B	E	C	C	C	D	D
Approach Delay (s)		29.8			21.6			40.8			43.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: S Military Trail & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	397	1924	212	473	2571	554	223	717	391	272	967	538
v/c Ratio	1.30	0.90	0.27	0.84	1.46	0.61	1.03	1.13	0.73	1.11	1.45	1.10
Control Delay	198.9	39.1	3.5	43.8	234.8	7.3	123.4	120.3	20.0	139.5	247.7	96.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	198.9	39.1	3.5	43.8	234.8	7.3	123.4	120.3	20.0	139.5	247.7	96.8
Queue Length 50th (ft)	~202	502	0	170	~1476	133	~94	~337	58	~123	~537	~314
Queue Length 95th (ft)	#304	574	42	m165	m#1381	m124	#177	#461	178	#212	#668	#534
Internal Link Dist (ft)		880			1200			569			457	
Turn Bay Length (ft)	280		500	275			300		300	300		200
Base Capacity (vph)	306	2146	794	575	1757	914	217	637	535	246	666	489
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.90	0.27	0.82	1.46	0.61	1.03	1.13	0.73	1.11	1.45	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Future Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	4.8	4.8	5.9	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	1924	212	473	2571	554	223	717	391	272	967	538
RTOR Reduction (vph)	0	0	123	0	0	128	0	0	250	0	0	192
Lane Group Flow (vph)	397	1924	89	473	2571	426	223	717	141	272	967	346
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	8.7	48.6	48.6	17.7	57.6	57.6	5.6	19.6	19.6	6.6	20.6	20.6
Effective Green, g (s)	10.7	50.6	50.6	19.7	59.6	59.6	7.6	21.6	21.6	8.6	22.6	22.6
Actuated g/C Ratio	0.09	0.42	0.42	0.16	0.50	0.50	0.06	0.18	0.18	0.07	0.19	0.19
Clearance Time (s)	8.3	6.8	6.8	7.9	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	306	2144	667	563	1757	786	217	637	284	246	666	298
v/s Ratio Prot	c0.12	0.38		0.14	c0.73		0.06	c0.20		0.08	c0.27	
v/s Ratio Perm			0.06			0.27			0.09			0.22
v/c Ratio	1.30	0.90	0.13	0.84	1.46	0.54	1.03	1.13	0.50	1.11	1.45	1.16
Uniform Delay, d1	54.6	32.3	21.3	48.6	30.2	20.8	56.2	49.2	44.3	55.7	48.7	48.7
Progression Factor	1.00	1.00	1.00	0.86	0.92	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	155.9	6.4	0.4	1.1	208.8	0.2	68.5	75.5	1.4	88.6	211.7	103.6
Delay (s)	210.5	38.7	21.7	43.0	236.6	13.3	124.7	124.7	45.7	144.3	260.4	152.3
Level of Service	F	D	C	D	F	B	F	F	D	F	F	F
Approach Delay (s)		64.2			176.8			101.5			209.9	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	141.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	122.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Newport Center Dr/SW 12th Avenue & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	2505	152	2815	125	194	197	478	62	63	402
v/c Ratio	0.57	0.86	0.78	1.04	0.16	0.77	0.78	1.18	0.34	0.34	1.20
Control Delay	41.7	12.7	89.2	51.4	1.1	69.8	70.6	129.2	54.9	54.9	137.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	12.7	89.2	51.4	1.1	69.8	70.6	129.2	54.9	54.9	137.0
Queue Length 50th (ft)	21	467	120	~890	0	153	156	~304	47	48	~229
Queue Length 95th (ft)	m30	m406	#222	#979	2	#272	#278	#517	94	96	#430
Internal Link Dist (ft)		700		595			420			170	
Turn Bay Length (ft)	600		550		295	100					
Base Capacity (vph)	143	2922	200	2703	792	252	253	406	184	185	336
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.86	0.76	1.04	0.16	0.77	0.78	1.18	0.34	0.34	1.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2235	70	140	2590	115	350	10	440	110	5	370
Future Volume (vph)	75	2235	70	140	2590	115	350	10	440	110	5	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	6.0	6.0	6.0	5.7	5.7	5.7
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1597	6379		1770	5085	1369	1681	1690	1583	1665	1677	1417
Flt Permitted	0.07	1.00		0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.96	1.00
Satd. Flow (perm)	123	6379		1770	5085	1369	1681	1690	1583	1665	1677	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	2429	76	152	2815	125	380	11	478	120	5	402
RTOR Reduction (vph)	0	3	0	0	0	60	0	0	169	0	0	180
Lane Group Flow (vph)	82	2502	0	152	2815	65	194	197	309	62	63	222
Heavy Vehicles (%)	13%	2%	2%	2%	2%	18%	2%	2%	2%	3%	2%	14%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases	6					2						
Actuated Green, G (s)	56.6	52.9		11.3	60.5	60.5	18.0	18.0	18.0	13.3	13.3	13.3
Effective Green, g (s)	60.6	54.9		13.3	62.5	62.5	18.0	18.0	18.0	13.3	13.3	13.3
Actuated g/C Ratio	0.51	0.46		0.11	0.52	0.52	0.15	0.15	0.15	0.11	0.11	0.11
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.0	6.0	6.0	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	132	2918		196	2648	713	252	253	237	184	185	157
v/s Ratio Prot	0.03	0.39		c0.09	c0.55		0.12	0.12	c0.20	0.04	0.04	c0.16
v/s Ratio Perm	0.29					0.05						
v/c Ratio	0.62	0.86		0.78	1.06	0.09	0.77	0.78	1.30	0.34	0.34	1.42
Uniform Delay, d1	26.8	29.1		51.9	28.8	14.5	49.0	49.1	51.0	49.3	49.3	53.4
Progression Factor	1.97	0.38		1.27	0.76	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	1.5		15.0	36.3	0.2	12.0	12.9	163.6	0.4	0.4	220.6
Delay (s)	55.7	12.6		80.9	58.3	5.2	61.0	61.9	214.6	49.7	49.7	273.9
Level of Service	E	B		F	E	A	E	E	F	D	D	F
Approach Delay (s)		13.9			57.3			145.7			220.7	
Approach LOS		B			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	64.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	2245	783	913	3092
v/c Ratio	0.83	0.49	1.45	0.48
Control Delay	8.9	1.9	231.4	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.9	1.9	231.4	0.2
Queue Length 50th (ft)	195	20	~916	0
Queue Length 95th (ft)	m256	m17	#1169	0
Internal Link Dist (ft)	595			250
Turn Bay Length (ft)				
Base Capacity (vph)	2712	1583	630	6408
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	910
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.83	0.49	1.45	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	2065	720	840	2845	0	0
Future Volume (vph)	2065	720	840	2845	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.07	1.00		
Satd. Flow (perm)	5085	1583	125	6408		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2245	783	913	3092	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2245	783	913	3092	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	60.1	120.0	94.7	120.0		
Effective Green, g (s)	64.1	120.0	98.2	120.0		
Actuated g/C Ratio	0.53	1.00	0.82	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2716	1583	631	6408		
v/s Ratio Prot	0.44		c0.47	0.48		
v/s Ratio Perm		0.49	c0.72			
v/c Ratio	0.83	0.49	1.45	0.48		
Uniform Delay, d1	23.3	0.0	35.8	0.0		
Progression Factor	0.59	1.00	0.83	1.00		
Incremental Delay, d2	0.9	0.5	207.6	0.2		
Delay (s)	14.7	0.5	237.2	0.2		
Level of Service	B	A	F	A		
Approach Delay (s)	11.0			54.2	0.0	
Approach LOS	B			D	A	

Intersection Summary			
HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.45		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2245	2712	337	1293
v/c Ratio	0.64	0.61	0.62	0.82
Control Delay	4.7	9.3	36.1	4.8
Queue Delay	0.4	0.1	0.0	2.3
Total Delay	5.1	9.4	36.1	7.0
Queue Length 50th (ft)	97	356	95	0
Queue Length 95th (ft)	173	m283	133	0
Internal Link Dist (ft)	250	635	1117	
Turn Bay Length (ft)			500	500
Base Capacity (vph)	3517	4432	543	1583
Starvation Cap Reductn	653	373	0	0
Spillback Cap Reductn	0	334	0	170
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.78	0.67	0.62	0.92

Intersection Summary

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	2065	2495	0	310	1190
Future Volume (vph)	0	2065	2495	0	310	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2245	2712	0	337	1293
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2245	2712	0	337	1293
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		79.1	79.1		15.5	120.0
Effective Green, g (s)		78.7	78.7		19.5	120.0
Actuated g/C Ratio		0.66	0.66		0.16	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3334	4202		557	1583
v/s Ratio Prot		0.44	0.42		0.10	
v/s Ratio Perm						c0.82
v/c Ratio		0.67	0.65		0.61	0.82
Uniform Delay, d1		12.7	12.3		46.7	0.0
Progression Factor		0.70	1.63		1.00	1.00
Incremental Delay, d2		0.2	0.1		1.3	4.8
Delay (s)		9.1	20.2		48.0	4.8
Level of Service		A	C		D	A
Approach Delay (s)		9.1	20.2		13.7	
Approach LOS		A	C		B	

Intersection Summary			
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1495	1087	348	1723	1189	539
v/c Ratio	1.19	0.69	0.89	0.71	1.12	1.20
Control Delay	119.5	6.2	54.5	17.3	106.4	144.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.5	6.2	54.5	17.3	106.4	144.8
Queue Length 50th (ft)	~719	233	278	168	~547	~554
Queue Length 95th (ft)	#864	150	m#371	m208	#681	#792
Internal Link Dist (ft)	635			630	537	
Turn Bay Length (ft)			275		200	200
Base Capacity (vph)	1253	1583	392	2436	1059	451
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.69	0.89	0.71	1.12	1.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	1000	320	1585	910	680
Future Volume (vph)	1375	1000	320	1585	910	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.4	4.5	4.4	4.4
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.97	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3382	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3382	1441
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1495	1087	348	1723	989	739
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1495	1087	348	1723	1189	539
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	40.5	120.0	24.6	55.6	35.6	35.6
Effective Green, g (s)	38.5	120.0	26.6	57.6	37.6	37.6
Actuated g/C Ratio	0.32	1.00	0.22	0.48	0.31	0.31
Clearance Time (s)			6.4		6.4	6.4
Vehicle Extension (s)			2.0		3.5	3.5
Lane Grp Cap (vph)	1135	1583	392	2440	1059	451
v/s Ratio Prot	c0.42		c0.20	0.34	0.35	c0.37
v/s Ratio Perm		0.69				
v/c Ratio	1.32	0.69	0.89	0.71	1.12	1.20
Uniform Delay, d1	40.8	0.0	45.3	24.5	41.2	41.2
Progression Factor	0.66	1.00	0.82	0.66	1.00	1.00
Incremental Delay, d2	147.6	1.9	13.2	0.5	67.9	107.7
Delay (s)	174.6	1.9	50.4	16.5	109.1	148.9
Level of Service	F	A	D	B	F	F
Approach Delay (s)	101.9			22.2	121.5	
Approach LOS	F			C	F	

Intersection Summary			
HCM 2000 Control Delay	81.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.8
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

10: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	1967	239	1348	125	304	147	136	261	310	418
v/c Ratio	0.84	0.92	0.97	0.69	0.18	1.06	0.23	0.34	0.61	0.95	0.96
Control Delay	41.8	11.1	82.5	33.3	4.2	103.1	43.2	8.9	37.3	88.2	60.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	11.1	82.5	33.3	4.2	103.1	43.2	8.9	37.3	88.2	60.7
Queue Length 50th (ft)	145	238	137	323	0	~209	52	0	153	240	186
Queue Length 95th (ft)	m110	m167	#303	379	34	#392	83	51	230	#414	#390
Internal Link Dist (ft)		630		1233			420			420	
Turn Bay Length (ft)	140		200		200	185		185	170		
Base Capacity (vph)	339	2130	247	1965	695	287	648	404	440	330	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.92	0.97	0.69	0.18	1.06	0.23	0.34	0.59	0.94	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Future Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4986		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.09	1.00		0.09	1.00	1.00	0.18	1.00	1.00	0.66	1.00	1.00
Satd. Flow (perm)	160	4986		161	5085	1583	339	3539	1583	1227	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	266	1712	255	239	1348	125	304	147	136	261	310	418
RTOR Reduction (vph)	0	16	0	0	0	77	0	0	111	0	0	159
Lane Group Flow (vph)	266	1951	0	239	1348	48	304	147	25	261	310	259
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	63.9	48.8		54.9	44.3	44.3	37.3	22.0	22.0	35.5	21.1	21.1
Effective Green, g (s)	67.8	50.8		58.9	46.3	46.3	37.3	22.0	22.0	35.5	21.1	21.1
Actuated g/C Ratio	0.56	0.42		0.49	0.39	0.39	0.31	0.18	0.18	0.30	0.18	0.18
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	319	2110		247	1961	610	287	648	290	428	327	278
v/s Ratio Prot	c0.12	c0.39		c0.10	0.27		c0.13	0.04		0.07	0.17	
v/s Ratio Perm	0.35			0.37		0.03	c0.19		0.02	0.11		0.16
v/c Ratio	0.83	0.92		0.97	0.69	0.08	1.06	0.23	0.09	0.61	0.95	0.93
Uniform Delay, d1	31.8	32.8		34.8	30.8	23.3	36.0	41.8	40.7	34.9	48.9	48.7
Progression Factor	1.38	0.29		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	0.9		47.5	2.0	0.3	69.6	0.1	0.0	1.7	35.5	35.7
Delay (s)	45.6	10.5		82.3	32.8	23.6	105.6	41.8	40.7	36.6	84.4	84.4
Level of Service	D	B		F	C	C	F	D	D	D	F	F
Approach Delay (s)		14.7			39.0			74.6			71.8	
Approach LOS		B			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2554	174	2011	158	207
v/c Ratio	0.60	0.79	0.53	0.69	0.54
Control Delay	17.9	78.8	2.1	64.9	11.3
Queue Delay	0.0	1.5	0.1	0.0	0.0
Total Delay	17.9	80.3	2.1	64.9	11.3
Queue Length 50th (ft)	298	104	37	119	0
Queue Length 95th (ft)	377	#237	32	181	65
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4279	221	3791	545	631
Starvation Cap Reductn	0	7	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.81	0.60	0.29	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2235	115	160	1850	145	190
Future Volume (vph)	2235	115	160	1850	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7489		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7489		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2429	125	174	2011	158	207
RTOR Reduction (vph)	5	0	0	0	0	180
Lane Group Flow (vph)	2549	0	174	2011	158	27
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.5		13.0	87.5	15.5	15.5
Effective Green, g (s)	68.5		15.0	89.5	15.5	15.5
Actuated g/C Ratio	0.57		0.12	0.75	0.13	0.13
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4274		221	3792	228	204
v/s Ratio Prot	c0.34		c0.10	0.40	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.60		0.79	0.53	0.69	0.13
Uniform Delay, d1	16.8		51.0	6.4	50.0	46.3
Progression Factor	1.00		1.11	0.23	1.00	1.00
Incremental Delay, d2	0.2		14.0	0.1	7.1	0.1
Delay (s)	16.9		70.6	1.5	57.1	46.4
Level of Service	B		E	A	E	D
Approach Delay (s)	16.9			7.0	51.0	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	103	2533	2005	92	272	179
v/c Ratio	0.78	0.53	0.50	0.09	0.61	0.53
Control Delay	70.9	2.7	11.1	1.4	54.8	16.1
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	70.9	2.7	11.1	1.4	54.8	16.1
Queue Length 50th (ft)	80	29	233	1	104	17
Queue Length 95th (ft)	m#174	46	298	m6	140	82
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4778	3977	1017	1058	594
Starvation Cap Reductn	0	476	0	0	0	0
Spillback Cap Reductn	0	0	40	0	0	5
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.59	0.51	0.09	0.26	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2330	1845	85	250	165
Future Volume (vph)	95	2330	1845	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2533	2005	92	272	179
RTOR Reduction (vph)	0	0	0	35	0	134
Lane Group Flow (vph)	103	2533	2005	57	272	45
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	87.5	72.5	72.5	15.5	15.5
Effective Green, g (s)	9.0	89.5	74.5	74.5	15.5	15.5
Actuated g/C Ratio	0.08	0.75	0.62	0.62	0.13	0.13
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4779	3978	982	443	204
v/s Ratio Prot	c0.06	c0.40	0.31		c0.08	
v/s Ratio Perm				0.04		0.03
v/c Ratio	0.78	0.53	0.50	0.06	0.61	0.22
Uniform Delay, d1	54.5	6.4	12.6	8.9	49.4	46.8
Progression Factor	0.71	0.34	0.82	0.55	1.00	1.00
Incremental Delay, d2	19.9	0.0	0.0	0.0	1.8	0.2
Delay (s)	58.5	2.2	10.3	4.9	51.2	47.0
Level of Service	E	A	B	A	D	D
Approach Delay (s)		4.4	10.1		49.5	
Approach LOS		A	B		D	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1717	1053	1500	526	579
v/c Ratio	0.48	0.67	0.53	0.59	0.80
Control Delay	6.3	10.1	7.9	22.5	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	10.1	7.9	22.5	30.9
Queue Length 50th (ft)	86	344	146	84	109
Queue Length 95th (ft)	159	486	168	127	#189
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3567	1583	2830	909	738
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.67	0.53	0.58	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Future Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.4	60.0		31.4		13.6		13.6		
Effective Green, g (s)		33.4	60.0		33.4		15.6		15.6		
Actuated g/C Ratio		0.56	1.00		0.56		0.26		0.26		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3567	1583		2830		892		724		
v/s Ratio Prot		0.27			0.29		0.15		0.21		
v/s Ratio Perm			c0.67								
v/c Ratio		0.48	0.67		0.53		0.59		0.80		
Uniform Delay, d1		8.1	0.0		8.4		19.4		20.7		
Progression Factor		0.72	1.00		0.88		1.00		1.00		
Incremental Delay, d2		0.4	2.0		0.5		0.8		6.0		
Delay (s)		6.2	2.0		7.9		20.2		26.7		
Level of Service		A	A		A		C		C		
Approach Delay (s)		4.6			7.9			23.6		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1293	1957	600	579	442
v/c Ratio	0.45	0.68	0.38	0.68	0.64
Control Delay	6.8	7.3	0.2	25.0	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	7.3	0.2	25.0	24.9
Queue Length 50th (ft)	111	172	0	95	79
Queue Length 95th (ft)	97	m160	m0	143	126
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2895	2895	1583	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.68	0.38	0.65	0.61

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Future Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		32.2			32.2	60.0	12.8		12.8		
Effective Green, g (s)		34.2			34.2	60.0	14.8		14.8		
Actuated g/C Ratio		0.57			0.57	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2898			2898	1583	846		687		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.45			0.68	0.38	0.68		0.64		
Uniform Delay, d1		7.4			9.0	0.0	20.5		20.2		
Progression Factor		0.84			0.75	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.3	0.2	2.1		1.8		
Delay (s)		6.7			7.1	0.2	22.6		22.1		
Level of Service		A			A	A	C		C		
Approach Delay (s)		6.7			5.5			22.4		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & SAMPLE ROAD

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	424	1326	60	1847	250	228	82	109	223	571
v/c Ratio	1.00	0.60	0.48	1.00	0.73	0.45	0.15	0.32	0.44	1.04
Control Delay	87.3	20.6	66.9	60.1	46.2	39.3	0.6	28.7	39.2	80.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	20.6	66.9	60.1	46.2	39.3	0.6	28.7	39.2	80.7
Queue Length 50th (ft)	168	252	45	~524	140	146	0	56	143	~381
Queue Length 95th (ft)	#281	307	91	#645	#224	225	0	98	219	#604
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	425	2194	131	1838	341	509	544	338	507	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.60	0.46	1.00	0.73	0.45	0.15	0.32	0.44	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Future Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4946		1752	4998		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.50	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	3400	4946		1752	4998		921	1845	1568	913	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	1168	158	60	1755	92	250	228	82	109	223	571
RTOR Reduction (vph)	0	14	0	0	4	0	0	0	59	0	0	117
Lane Group Flow (vph)	424	1312	0	60	1843	0	250	228	23	109	223	454
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.0	49.5		5.5	42.0		39.1	33.1	33.1	38.9	33.0	33.0
Effective Green, g (s)	15.0	51.5		7.5	44.0		39.1	33.1	33.1	38.9	33.0	33.0
Actuated g/C Ratio	0.12	0.43		0.06	0.37		0.33	0.28	0.28	0.32	0.28	0.28
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	425	2122		109	1832		341	508	432	337	507	431
v/s Ratio Prot	c0.12	0.27		0.03	c0.37		c0.04	0.12		0.02	0.12	
v/s Ratio Perm							0.20		0.01	0.09		c0.29
v/c Ratio	1.00	0.62		0.55	1.01		0.73	0.45	0.05	0.32	0.44	1.05
Uniform Delay, d1	52.5	26.6		54.6	38.0		36.0	35.9	31.9	29.4	35.9	43.5
Progression Factor	0.87	0.75		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.2	1.2		3.4	22.4		6.9	0.2	0.0	0.2	0.2	57.8
Delay (s)	86.0	21.2		58.0	60.4		42.9	36.1	31.9	29.6	36.1	101.3
Level of Service	F	C		E	E		D	D	C	C	D	F
Approach Delay (s)		36.9			60.3			38.5			76.5	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2777	272	2571	125	130
v/c Ratio	0.63	1.15	0.66	0.65	0.45
Control Delay	17.8	152.1	2.1	66.5	13.1
Queue Delay	0.0	1.0	0.3	0.0	0.0
Total Delay	17.8	153.1	2.4	66.5	13.1
Queue Length 50th (ft)	330	~239	45	94	0
Queue Length 95th (ft)	405	#413	33	152	56
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4375	236	3896	545	578
Starvation Cap Reductn	0	16	582	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	1.24	0.78	0.23	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2460	95	250	2365	115	120
Future Volume (vph)	2460	95	250	2365	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7502		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7502		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2674	103	272	2571	125	130
RTOR Reduction (vph)	4	0	0	0	0	116
Lane Group Flow (vph)	2773	0	272	2571	125	14
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	68.0		14.0	90.0	13.0	13.0
Effective Green, g (s)	70.0		16.0	92.0	13.0	13.0
Actuated g/C Ratio	0.58		0.13	0.77	0.11	0.11
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4376		236	3898	191	171
v/s Ratio Prot	0.37		c0.15	c0.51	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.63		1.15	0.66	0.65	0.08
Uniform Delay, d1	16.5		52.0	6.6	51.3	48.1
Progression Factor	1.00		1.20	0.20	1.00	1.00
Incremental Delay, d2	0.2		98.8	0.2	6.0	0.1
Delay (s)	16.7		161.1	1.6	57.4	48.2
Level of Service	B		F	A	E	D
Approach Delay (s)	16.7			16.8	52.7	
Approach LOS	B			B	D	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	196	2609	2674	315	207	168
v/c Ratio	1.11	0.53	0.68	0.29	0.55	0.52
Control Delay	129.7	2.2	13.6	2.4	55.8	13.0
Queue Delay	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay	129.7	2.2	13.7	2.4	55.8	13.1
Queue Length 50th (ft)	~174	25	266	7	79	0
Queue Length 95th (ft)	#326	38	393	m44	113	63
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	177	4910	3949	1096	1058	604
Starvation Cap Reductn	0	535	0	0	0	0
Spillback Cap Reductn	0	0	215	0	0	67
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.60	0.72	0.29	0.20	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2400	2460	290	190	155
Future Volume (vph)	180	2400	2460	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2609	2674	315	207	168
RTOR Reduction (vph)	0	0	0	121	0	150
Lane Group Flow (vph)	196	2609	2674	194	207	18
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	10.0	90.0	72.0	72.0	13.0	13.0
Effective Green, g (s)	12.0	92.0	74.0	74.0	13.0	13.0
Actuated g/C Ratio	0.10	0.77	0.62	0.62	0.11	0.11
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	177	4912	3951	976	371	171
v/s Ratio Prot	c0.11	0.41	c0.42		c0.06	
v/s Ratio Perm				0.12		0.01
v/c Ratio	1.11	0.53	0.68	0.20	0.56	0.11
Uniform Delay, d1	54.0	5.5	15.1	10.1	50.8	48.3
Progression Factor	0.70	0.31	0.83	1.52	1.00	1.00
Incremental Delay, d2	91.8	0.0	0.2	0.0	1.0	0.1
Delay (s)	129.6	1.8	12.7	15.3	51.8	48.4
Level of Service	F	A	B	B	D	D
Approach Delay (s)		10.7	13.0		50.3	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2054	737	2174	589	789
v/c Ratio	0.57	0.47	0.75	0.50	0.83
Control Delay	11.5	2.2	22.3	32.5	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	2.2	22.3	32.5	44.3
Queue Length 50th (ft)	136	19	451	182	311
Queue Length 95th (ft)	173	53	549	226	382
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3631	1583	2881	1301	1056
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.47	0.75	0.45	0.75

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Future Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		66.0	120.0		66.0		39.0		39.0		
Effective Green, g (s)		68.0	120.0		68.0		41.0		41.0		
Actuated g/C Ratio		0.57	1.00		0.57		0.34		0.34		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3631	1583		2881		1172		952		
v/s Ratio Prot		0.32			c0.43		0.17		c0.28		
v/s Ratio Perm			0.47								
v/c Ratio		0.57	0.47		0.75		0.50		0.83		
Uniform Delay, d1		16.6	0.0		19.7		31.4		36.3		
Progression Factor		0.64	1.00		1.02		1.00		1.00		
Incremental Delay, d2		0.6	0.9		1.2		0.2		5.9		
Delay (s)		11.1	0.9		21.3		31.6		42.2		
Level of Service		B	A		C		C		D		
Approach Delay (s)		8.4			21.3			37.7		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1880	1891	453	1200	705
v/c Ratio	0.75	0.76	0.29	0.84	0.61
Control Delay	18.3	24.0	0.2	37.4	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	24.0	0.2	37.4	29.5
Queue Length 50th (ft)	287	263	0	412	232
Queue Length 95th (ft)	339	m343	m0	488	292
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2502	2502	1583	1530	1242
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.76	0.29	0.78	0.57

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Future Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		57.1			57.1	120.0	47.9		47.9		
Effective Green, g (s)		59.1			59.1	120.0	49.9		49.9		
Actuated g/C Ratio		0.49			0.49	1.00	0.42		0.42		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2504			2504	1583	1427		1158		
v/s Ratio Prot		0.37			c0.37		c0.35		0.25		
v/s Ratio Perm						0.29					
v/c Ratio		0.75			0.76	0.29	0.84		0.61		
Uniform Delay, d1		24.5			24.6	0.0	31.5		27.4		
Progression Factor		0.65			0.90	1.00	1.00		1.00		
Incremental Delay, d2		1.1			1.0	0.2	4.6		0.8		
Delay (s)		17.0			23.2	0.2	36.1		28.2		
Level of Service		B			C	A	D		C		
Approach Delay (s)		17.0			18.7			33.2		0.0	
Approach LOS		B			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & SAMPLE ROAD

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	511	2098	114	1820	261	337	120	87	266	418
v/c Ratio	0.99	0.86	0.97	0.90	1.12	0.84	0.23	0.50	0.69	0.84
Control Delay	92.4	23.3	130.5	41.1	130.1	63.2	1.1	38.8	53.3	36.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	23.3	130.5	41.1	130.1	63.2	1.1	38.8	53.3	36.4
Queue Length 50th (ft)	216	263	90	477	~184	251	0	48	191	155
Queue Length 95th (ft)	#329	#685	#210	#662	#314	336	0	81	265	267
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	514	2441	118	2030	233	512	593	176	496	582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.86	0.97	0.90	1.12	0.66	0.20	0.49	0.54	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Future Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5000		1770	5026		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.33	1.00	1.00	0.23	1.00	1.00
Satd. Flow (perm)	3433	5000		1770	5026		607	1863	1583	430	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	1864	234	114	1679	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	12	0	0	7	0	0	0	94	0	0	173
Lane Group Flow (vph)	511	2086	0	114	1813	0	261	337	26	87	266	245
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	16.0	56.3		6.0	46.3		32.9	25.9	25.9	30.5	24.7	24.7
Effective Green, g (s)	18.0	58.3		8.0	48.3		32.9	25.9	25.9	30.5	24.7	24.7
Actuated g/C Ratio	0.15	0.49		0.07	0.40		0.27	0.22	0.22	0.25	0.21	0.21
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	514	2429		118	2022		234	402	341	174	383	325
v/s Ratio Prot	c0.15	c0.42		0.06	0.36		c0.07	0.18		0.02	0.14	
v/s Ratio Perm							c0.24		0.02	0.10		0.15
v/c Ratio	0.99	0.86		0.97	0.90		1.12	0.84	0.08	0.50	0.69	0.75
Uniform Delay, d1	50.9	27.2		55.9	33.5		43.1	45.0	37.5	36.1	44.2	44.8
Progression Factor	1.20	0.70		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.7	3.0		71.2	6.7		93.3	13.6	0.0	0.8	4.4	8.5
Delay (s)	92.8	22.1		127.1	40.3		136.4	58.6	37.5	36.9	48.5	53.3
Level of Service	F	C		F	D		F	E	D	D	D	D
Approach Delay (s)		36.0			45.4			83.4			49.8	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX I

SW 10th Street at I-95 – Alternatives Analysis Memorandum

AECOM

MEMORANDUM

Date: June 29, 2018

To: Hui Zhao, P.E., FDOT D4
Cesar Martinez, P.E., FDOT D4

From: Pramod Choudhary, P.E., PTOE, AECOM
Andrew Velasquez, P.E., PTOE, AECOM/Florida's Turnpike

Copies: Anson Sonnet, P.E., FDOT D4
Vilma Croft, P.E., HNTB
Lisa Dykstra, P.E., RS&H

Subject: SW 10th Street at I-95 – Alternatives Analysis Memorandum

FPID(s): 436964-1 and 439891-1

State Road: SW 10th Street (S.R. 869)

County: Broward

INTRODUCTION

The purpose of this memorandum is to document the various alternatives that were developed and analyzed for the I-95 and SW 10th Street PD&E Study (FPID 436964-1) and the SW 10th Street Connector PD&E Study (FPID 439891-1). Traffic evaluation was conducted for two different Build Alternatives (a depressed Center Alignment and a depressed Northern Alignment for the proposed managed lanes), with six different managed lanes ingress and egress configurations resulting in a total of twelve (12) Build Alternatives. In addition, 2016 Existing Conditions, 2040 No-Build Conditions, and 2040 Partial Build Conditions were also evaluated.

The fifteen scenarios (existing 2016 conditions, 2040 No-Build conditions, 2040 Partial Build conditions, and twelve 2040 Build Concept conditions) were first analyzed by conducting a Tier 1 volume to capacity ratio analysis of the SW 10th Street local lanes and proposed managed lanes. In addition, the vehicle-miles traveled in the managed lanes during the peak hours for each of the twelve Build Concepts were calculated and compared. Subsequently, a Tier 2 intersection operations analysis was completed for the signalized intersections along SW 10th Street. A Tier 2 freeway analysis of the proposed managed lanes connecting the Sawgrass, Florida's Turnpike and I-95 was also completed. The peak hour traffic operations analysis results were reviewed to screen the twelve Build Concepts for any traffic operations fatal flaws, and the comparison of results was used to identify the most advantageous Build Concepts to be considered further.

Overall, Tier 1 and Tier 2 analyses resulted in the selection of the North Build Alternative 3D-1.3 and the Center Build Alternative 3D-1.3 as the top ranked alternatives. Please refer to the *Traffic Analysis Technical Memorandum* dated May 4, 2018 and prepared by RS&H. VISSIM microsimulation was conducted to further evaluate these two shortlisted alternatives. The North Build Alternative 3D-1.3 was found to provide better operating conditions than the Center Build Alternative. Hence, the North Build Alternative 3D-1.3 was operationally considered as the best Build Alternative and was further refined to improve the overall operations. One of the refinements was to modify the Newport Drive intersection to eliminate the northbound and southbound through and left-turn movements from the intersection and convert the unsignalized intersection of SW 12th Avenue and Newport Drive into a roundabout.

The documentation provided herein includes the lane geometry, traffic volumes, and intersection analysis for the No-Build, Partial Build and Build 3D-1.3 alternatives along SW 10th Street from Military Trail to FAU Research Boulevard. In addition, VISSIM traffic simulation results of the shortlisted alternatives have also been included to help in the determination of the operationally best alternative.

LANE GEOMETRY

Figures 1 through **3** provide the lane geometry for the future year alternatives described below:

No-Build Alternative - This alternative assumes future capacity with the Turnpike Mainline widening, 95 Express Phase 3 Lanes and a portion of the Sawgrass Expressway Widening from Sunrise Boulevard to U.S. 441. No improvements are included along the Sawgrass Expressway from U.S. 441 to Powerline Road and along SW 10th Street. The No-Build includes the intersection improvements under construction at the SW 10th Street/I-95 interchange and Hillsboro Boulevard/I-95 interchange.

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

- Full Interchange at Turnpike Mainline/Sawgrass Expressway/SW 10th Street.
- Direct Connections to northbound and southbound 95 Express.
- Modification to the I-95 interchange ramp terminals to include additional turn lanes and a new westbound to northbound ramp.

This alternative assumes that the 95 Express direct connect ramps will extend west of Military Trail via grade-separated ramps. The full interchange at Turnpike Mainline/Sawgrass Expressway will connect to an at-grade SW 10th Street arterial west of the Powerline Road intersection. SW 10th Street also remains as a four-lane arterial between Powerline Road and Military Trail.

Build SW 10th Street Alternative 3D-1.3 North Alignment and Modified Newport Drive Intersection (North Modified) - In addition to the Partial-Build improvements, the Build alternative includes:

- Four managed lanes (2 in each direction) along SW 10th Street with grade separation at Powerline Road and Military Trail intersections.
- Managed lane ingress and egress ramps on either side of the Military Trail intersection.
- Removal of the northbound and southbound left turns at Newport Drive with additional northbound and southbound right turn lanes.
- Access from eastbound SW 12th Avenue to westbound SW 10th Street managed lanes.
- A Roundabout at the intersection of East Newport Center Drive and West Newport Center Drive.

Through coordination with the SW 10th Street Connector PD&E team, 12 Build Alternatives (3D 1.1 through 1.6 Center and North Alignments) were developed to evaluate the best potential ingress/egress combination along SW 10th Street. Build Alternatives 3D-1.3 Center and 3D-1.3 North alignments reflected the highest ranked ingress/egress combination through the tiered screening process. For simplicity, in comparing the intersection analysis results, Alternative 3D 1.3 North alignment is compared against the Partial and No-Build alternatives.

TRAFFIC FORECASTS

Figures 4 through **6** show the 2040 Directional Design Hour Volumes (DDHVs) for No-Build, Partial Build and Build 3D.1.3 alternatives. The No-Build and Partial Build alternatives were provided in the *Draft SW 10th Street Project Traffic Forecast Memorandum* (PTFM), dated January 2018. The PTFM also included the forecasts for Build Alternative 3-D 1.1. The DDHVs for Build Alternative 3D-1.3 North Modified were developed in coordination with the SW 10th Street Connector PD&E team using output from the Express Lanes Time-of-Day Model and then manually reassigning traffic to accommodate median closures or restricted movements.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

869

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

FAU Research Park Blvd

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

FDOT

I-95 & SW 10th Street PD&E Study
Alternatives Analysis Memorandum

No-Build Lane Geometry

Figure 1

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

869

SW 10th St

SW Natura Park Blvd

FAU Research Park Blvd

Hillsboro Blvd (S.R. 810)

I-95

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

Signal Controlled
Roundabout
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

E Newport Center Dr

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

FAU Research Park Blvd

I-95

869

Signal Controlled	
Stop Controlled	
Lane Direction	
Exp Lane ingress	
Exp Lane egress	
##	Lane Volume

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

Signal Controlled	
Stop Controlled	
Lane Direction	
Exp Lane ingress	
Exp Lane egress	
##	Lane Volume

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

E Newport Center Dr

S Military Trl

Sample Rd (S.R. 834)

Signal Controlled	
Stop Controlled	
←	Lane Direction
←	Express Lane Ingress
←	Express Lane Egress
##	Lane Volume

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

FAU Research Park Blvd

Sample Rd (S.R. 834)

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
←	Express Lane Ingress
←	Express Lane Egress
##	Lane Volume

NOT TO SCALE

Signal Controlled
Roundabout
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

Sample Rd (S.R. 834)

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

I-95

869

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

- Signal Controlled
- Roundabout
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

INTERSECTION ANALYSIS RESULTS

Tables 1 through **3** present the 2040 level of service and control delays (in seconds/vehicle) for the No-Build, Partial Build, and Build 3D1.3 North Alignment (Modified), respectively, for the SW 10th Street intersections from Military Trail to FAU Research Boulevard. The analysis was conducted using Synchro software and reported as Highway Capacity Manual 2000 output, consistent with the SW 10th Street PTFM methodology. The results show the following:

2040 AM Peak Hour

1. The analysis generally shows a progressive improvement (reduction) in overall intersection delays from the No-Build to Partial Build to Build alternatives.
2. At the Military Trail intersection, the Partial Build alternative is expected to reduce the delay by more than 62 seconds/vehicle from the No-Build alternative and the Build alternative would further reduces it by another 34 seconds/vehicle. The Build alternative provides LOS D at this intersection.
3. The Newport Center Drive intersection is expected to operate at LOS D, C and B under the No-Build, Partial Build and Build alternatives, respectively.
4. The I-95 SB Ramp intersection is expected to operate at LOS E, D and D under the No-Build, Partial Build and Build alternatives, respectively. The average vehicle delays between the Partial Build and Build alternatives are comparable.
5. The I-95 NB Ramp intersection is expected to operate at LOS F, C and C under the No-Build, Partial Build and Build alternatives, respectively. The Partial Build and Build alternatives would reduce the overall intersection delays by more than 54 seconds per vehicle when compared with the No-Build alternative. The average vehicle delays between the Partial Build and Build alternatives are comparable.
6. The FAU Research Park Boulevard is expected to operate at LOS D under the No-Build, Partial Build and Build alternatives with comparable delays.

2040 PM Peak Hour

1. The analysis generally shows a progressive improvement (reduction) in overall intersection delays from the No-Build to Partial Build to Build alternatives.
2. At the Military Trail intersection, the Partial Build alternative would reduce the delay by 72 seconds/vehicle from the No-Build alternative and the Build alternative would further reduces it by another 31 seconds/vehicle. The intersection is expected to operate at LOS F, F and D under the No-Build, Partial Build and Build alternatives, respectively.
3. The Newport Center Drive intersection is expected to operate at LOS F, E and C under the No-Build, Partial Build and Build alternatives, respectively. The Partial Build alternative would reduce the delay by 19 seconds/vehicle from the No-Build alternative and the Build alternative would further reduces it by more than 34 seconds/vehicle.
4. The I-95 SB Ramp intersection is expected to operate at LOS D, C and D under the No-Build, Partial Build and Build alternatives, respectively.
5. The I-95 NB Ramp intersection is expected to operate at LOS F, C and C under the No-Build, Partial Build and Build alternatives, respectively. The Partial Build and Build alternatives would reduce the overall intersection delays by more than 124 seconds per vehicle when compared with the No-Build alternative. The average vehicle delays between the Partial Build and Build alternatives are comparable.

6. The FAU Research Park Boulevard is expected to operate at LOS E, E and D under the No-Build, Partial Build and Build alternatives. The Partial Build would reduce the delay by more than 19 seconds per vehicle and the Build alternative would further reduce it by 5 seconds per vehicle.

VISSIM Simulation of the North and Center Build Alternative 3D-1.3

As discussed above, based on the VISSIM traffic simulation of the North and Center Build Alternatives, certain refinements were made to the Build concepts. Therefore, hereinafter, the 3D-1.3 Build Alternatives have been identified as "Base" and "Modified". The modified alternative incorporates the elimination of the northbound and southbound through and left-turn movements from the intersection of SW 10th Street and Newport Drive and the conversion of the currently unsignalized intersection of SW 12th Avenue and Newport Drive into a roundabout.

Evaluation of North Build Alternative Base and Center Build Alternative Base

VISSIM micro-simulation analysis was conducted for the Base condition for North and Center Build Alternatives 3D-1.3. For the Center Base alignment, VISSIM micro-simulation analysis identified significant constraints in the WB direction between Military Trail and the I-95 ramps. The primary reason for the traffic congestion and backup was insufficient intersection throughput capacity at Newport Center Drive and constrained weaving operations accessing the WB express lane ingress. In the North Base alignment, the express lanes are relocated to the north side of SW 10th Street from the center location thereby providing better operating conditions than the Center Base alignment. **Tables 4A** and **4B** summarize the VISSIM network-wide summary. The green highlighting indicates the alternative with better operations. **Figures 7A** and **7B** depict the VISSIM network for the North Base and Center Base alternatives.

Findings

The VISSIM results indicate that in the Build Option 1.3 North Base, there is significant reduction in latent (i.e., unmet) demand and delay in the AM and PM conditions. Based on these traffic operations results the North Build Alternative Base preforms better than the Center Build Alternative Base. Therefore, the Center Build Alternative was eliminated and North Build Alternative Base was advanced further in the PD&E process for additional concept refinements to improve the traffic operations at the Newport Center Drive intersection.

Evaluation of North Build Alternative Base and North Build Alternative Modified

To improve traffic operations and achieve acceptable traffic operations at all study area intersections, the North Build Alternative Base was further refined by eliminating the NB and SB through and left-turn movements at the Newport Center Drive and SW 10th Street intersection. The traffic from the eliminated movements was reassigned via the loop connector which passes under SW 10th Street along the railway line. **Tables 5A** and **5B** summarize the VISSIM network-wide summary. The green highlighting indicates the alternative with better operations. **Figures 8A** and **8B** depict the VISSIM network for the North Modified and Center Modified alternatives.

Findings

The VISSIM results indicate that in the North Build Alternative Modified, there is improvement in delay, speed and travel time in the AM condition. In the PM condition, there is significant reduction in latent (i.e., unmet) demand and delay along with improvement in delay, speed and travel time. Hence, the North Build Alternative Modified was operationally found to be the best alternative for further consideration in the PD&E process.

Table 1A - No-Build 2040 SW 10th Street Signalized Intersection Analysis Results - AM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (95.2)	E (77.2)	C (32.4)	F (262.5)	F (152.7)	F (105.6)	F (85.6)	F (267.5)	F (452.8)	F (125.7)	E (66.5)	E (59.0)	F (151.2)
			Approach	E (76.8)			F (161.8)			F (317.7)			F (85.6)			
		Volume to Capacity ratio	Movement	0.84	1.07	0.13	1.42	1.12	0.38	0.7	1.41	1.81	1.03	0.75	0.49	
		Queue Length 95th (ft)	Movement	m229	m#1179	m20	#408	#1386	437	173	#912	#1205	#464	463	275	
	East Newport Center Drive	LOS (Delay)	Movement	F (150.1)	B (19.2)		F (448.2)	B (17.3)	A (8.2)	F (84.9)	F (84.9)	F (82.1)	F (84.8)	F (84.4)	F (82.3)	D (53.0)
			Approach	C (30.5)			E (77.5)			F (83.2)			F (83.2)			
		Volume to Capacity ratio	Movement	1.14	0.86		1.76	0.69	0.3	0.44	0.45	0.07	0.4	0.37	0.08	
		Queue Length 95th (ft)	Movement	m#311	m904		#998	840	176	87	89	71	72	72	59	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		E (79.9)	A (0.5)	F (226.8)	A (0.2)								E (57.2)
			Approach	E (60.4)			D (50.4)									
		Volume to Capacity ratio	Movement		0.83	0.48	1.32	0.48								
		Queue Length 95th (ft)	Movement		694	0	#1603	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.8)			A (7.1)					E (56.3)		A (2.2)	
			Approach	A (9.8)			A (7.1)						B (18.6)			
		Volume to Capacity ratio	Movement		0.68			0.68					0.5		0.66	
		Queue Length 95th (ft)	Movement		706			m125					286		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (22.6)	A (7.4)	F (275.5)	D (41.1)		F (213.6)		F (261.0)				F (81.4)
			Approach	B (14.6)			E (72.1)			F (228.3)						
		Volume to Capacity ratio	Movement		0.65	0.91	1.38	0.81		1.3		1.38				
		Queue Length 95th (ft)	Movement		591	1290	#683	784		#879		#993				
	FAU Research Park Boulevard	LOS (Delay)	Movement	F (126.4)	C (22.9)		C (23.2)	C (25.9)	B (17.3)	F (148.6)	E (58.0)	E (56.3)	E (75.3)	E (65.3)	F (118.8)	D (48.7)
			Approach	D (38.4)			C (25.3)			F (95.8)			F (93.1)			
		Volume to Capacity ratio	Movement	1.09	0.55		0.68	0.61	0.06	1.09	0.27	0.1	0.84	0.64	0.99	
		Queue Length 95th (ft)	Movement	#428	410		124	476	20	#444	117	69	#372	292	#500	

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

*Combined SB ramps intersections delay notes:

The WBT at the I-95 SB on-ramp intersection and EBT at the I-95 SB off-ramp intersection are not used in the calculation of the combined weighted intersection delay.

Table 1B - No-Build 2040 SW 10th Street Signalized Intersection Analysis Results - PM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (314.4)	E (61.2)	C (23.6)	E (78.7)	F (342.0)	E (55.4)	F (92.2)	E (68.3)	E (61.8)	F (85.3)	F (92.3)	F (96.5)	F (157.2)
			Approach	F (97.7)			F (263.3)			E (70.4)			F (92.5)			
		Volume to Capacity ratio	Movement	1.44	1.01	0.15	0.91	1.63	0.66	0.78	0.8	0.6	0.75	0.99	0.96	
		Queue Length 95th (ft)	Movement	#452	#958	m31	m291	m#2176	m338	#191	507	351	217	#758	#731	
	East Newport Center Drive	LOS (Delay)	Movement	F (83.0)	B (16.6)		F (208.8)	D (51.2)	B (14.8)	F (113.5)	F (115.7)	F (406.9)	E (65.1)	E (65.1)	F (262.3)	F (81.8)
			Approach	B (18.7)			E (57.5)			F (275.4)			F (215.5)			
		Volume to Capacity ratio	Movement	0.73	0.76		1.15	1.02	0.11	0.91	0.92	1.68	0.22	0.23	1.36	
		Queue Length 95th (ft)	Movement	m78	m229		#380	#1358	34	#408	#416	#824	122	123	#727	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		F (88.5)	A (0.5)	F (101.0)	A (0.2)								D (45.3)
			Approach	E (66.3)			C (22.6)									
		Volume to Capacity ratio	Movement		1	0.48	1.03	0.48								
		Queue Length 95th (ft)	Movement		m625	m0	#843	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (12.6)			A (9.9)					D (54.0)		A (4.1)	
			Approach	B (12.6)			A (9.9)						B (14.4)			
		Volume to Capacity ratio	Movement		0.66			0.63					0.36		0.79	
		Queue Length 95th (ft)	Movement		m661			m151					205		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		D (52.5)	A (1.7)	E (75.3)	C (32.6)		F (441.1)		F (501.6)				F (148.4)
			Approach	C (31.5)			D (39.6)			F (460.0)						
		Volume to Capacity ratio	Movement		0.88	0.67	0.81	0.66		1.8		1.92				
		Queue Length 95th (ft)	Movement		818	380	#528	590		#1186		#1305				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (40.1)	C (29.1)		F (147.0)	C (23.2)	B (17.6)	F (567.3)	E (57.8)	E (56.1)	E (77.2)	F (113.1)	F (136.8)	E (79.2)
			Approach	C (30.4)			D (40.0)			F (321.3)			F (113.6)			
		Volume to Capacity ratio	Movement	0.87	0.72		1.11	0.49	0.09	2.08	0.25	0.09	0.85	0.99	1.05	
		Queue Length 95th (ft)	Movement	#272	601		#417	353	39	#655	107	63	#391	#531	#542	

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

*Combined SB ramps intersections delay notes:

The WBT at the I-95 SB on-ramp intersection and EBT at the I-95 SB off-ramp intersection are not used in the calculation of the combined weighted intersection delay.

Table 2A - Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results - AM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	**E (70.6)**	**F (105.7)**	B (11.4)	**E (56.0)**	C (30.6)	A (2.0)	**F (84.1)**	**F (190.5)**	**F (153.1)**	**F (174.5)**	**E (75.9)**	**E (62.9)**	**F (88.7)**
			Approach	**F (94.4)**			C (27.4)			**F (160.6)**			**F (108.3)**			
		Volume to Capacity ratio	Movement	0.8	1.14	0.18	0.62	0.77	0.64	0.69	1.23	1.17	1.17	0.83	0.43	
		Queue Length 95th (ft)	Movement	m168	m637	m23	m247	460	7	#193	#695	#856	#500	438	213	
	East Newport Center Drive	LOS (Delay)	Movement	**E (65.3)**	B (10.1)		**E (79.0)**	B (18.3)	A (3.2)	**F (84.9)**	**F (82.1)**	**F (81.9)**	**F (96.1)**	**F (82.3)**	**F (80.4)**	C (23.9)
			Approach	B (16.1)			C (24.7)			**F (83.1)**			**F (85.3)**			
		Volume to Capacity ratio	Movement	0.69	0.83		0.82	0.8	0.25	0.52	0.12	0.08	0.65	0.31	0.07	
		Queue Length 95th (ft)	Movement	m210	m305		m312	m741	m2	85	37	72	122	87	30	
	I-95 Southbound Ramps	LOS (Delay)	Movement		**E (65.5)**	A (0.5)	**F (91.3)**	A (6.1)					D (45.8)		**F (92.1)**	D (45.5)
			Approach	D (48.7)			C (28.8)						**E (77.1)**			
		Volume to Capacity ratio	Movement		0.98	0.46	0.86	0.75					0.39		1.01	
		Queue Length 95th (ft)	Movement		#658	0	m411	m143					265		#816	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.6)	A (0.2)		B (10.2)	A (0.1)	**F (96.0)**		**E (71.2)**				C (23.2)
			Approach	A (0.4)			A (9.0)			**F (87.5)**						
		Volume to Capacity ratio	Movement		0.41	0.34		0.39	0.19	0.98		0.71				
		Queue Length 95th (ft)	Movement		m9	m11		235	m0	#496		300				
	FAU Research Park Boulevard	LOS (Delay)	Movement	**E (63.5)**	C (20.1)	B (20.0)	**F (102.3)**	D (46.7)	C (29.6)	**E (79.7)**	**E (59.0)**	**E (56.9)**	**E (59.9)**	**E (77.4)**	**F (106.6)**	D (50.5)
			Approach	C (27.1)			D (51.7)			**E (68.5)**			**F (86.0)**			
		Volume to Capacity ratio	Movement	0.86	0.66	0.24	0.88	0.79	0.06	0.95	0.28	0.12	0.69	0.7	0.91	
		Queue Length 95th (ft)	Movement	#275	278	57	#392	763	15	#481	147	68	306	325	#427	

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 2B- Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results - PM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	**F (157.0)**	**E (65.6)**	B (14.7)	**F (101.4)**	**F (87.9)**	C (21.3)	**F (161.6)**	**E (78.6)**	D (49.8)	**E (77.5)**	**E (63.7)**	**F (183.9)**	**F (85.3)**
			Approach	**E (75.1)**			**E (78.7)**			**F (86.9)**			**F (108.7)**			
		Volume to Capacity ratio	Movement	1.14	1.03	0.19	1.06	1.1	0.59	1.08	0.83	0.57	0.79	0.81	1.23	
		Queue Length 95th (ft)	Movement	m#268	m798	m49	m#338	m#1052	m185	#290	407	407	#372	568	#1078	
	East Newport Center Drive	LOS (Delay)	Movement	**F (82.3)**	C (22.8)		**F (130.8)**	**E (62.3)**	A (6.5)	**E (68.6)**	**E (58.1)**	**F (182.4)**	**E (65.8)**	**F (185.0)**	**F (92.8)**	**E (62.9)**
			Approach	C (25.0)			**E (63.2)**			**F (127.2)**			**F (124.0)**			
		Volume to Capacity ratio	Movement	0.9	0.97		0.88	1.06	0.09	0.67	0.04	1.18	0.52	1.16	0.84	
		Queue Length 95th (ft)	Movement	m#69	m541		m#131	#1229	m12	329	40	#768	252	#598	#400	
	I-95 Southbound Ramps	LOS (Delay)	Movement		C (27.3)	A (0.4)	**E (55.5)**	B (19.1)					D (53.8)		**F (88.5)**	C (32.2)
			Approach	C (20.4)			C (29.7)						**E (77.7)**			
		Volume to Capacity ratio	Movement		0.94	0.54	0.81	0.57					0.35		0.96	
		Queue Length 95th (ft)	Movement		m580	m9	m296	622					206		#614	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.3)	A (0.2)		A (5.4)	A (0.2)	**F (81.6)**		**F (92.3)**				C (23.4)
			Approach	A (0.3)			A (4.6)			**F (86.2)**						
		Volume to Capacity ratio	Movement		0.44	0.39		0.33	0.21	0.91		0.95				
		Queue Length 95th (ft)	Movement		m6	m46		m115	m0	#464		#478				
	FAU Research Park Boulevard	LOS (Delay)	Movement	**F (89.9)**	D (40.7)	B (19.6)	**F (114.8)**	D (42.5)	C (31.2)	**F (117.7)**	**E (61.0)**	**E (59.1)**	D (54.1)	**F (118.7)**	**F (88.4)**	**E (59.9)**
			Approach	D (44.5)			D (54.1)			**F (84.8)**			**F (88.7)**			
		Volume to Capacity ratio	Movement	0.78	0.97	0.28	0.98	0.66	0.12	1.03	0.28	0.14	0.64	0.98	0.83	
		Queue Length 95th (ft)	Movement	m219	m#790	m80	#601	560	76	#563	152	80	341	#605	#450	

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 3A - Build 3D-1.3 2040 - North Alignment - SW 10th Street Signalized Intersection Analysis Results - AM (Modified)

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	F (89.6)	E (56.4)	A (4.6)	C (29.2)	D (50.3)	B (11.1)	E (67.3)	F (100.8)	C (25.6)	F (109.1)	E (73.3)	A (0.3)	D (54.8)
			Approach	E (60.1)			D (37.5)			E (63.4)			E (69.5)			
		Volume to Capacity ratio	Movement	0.94	0.56	0.09	0.26	0.92	0.54	0.34	0.99	0.71	0.98	0.79	0.21	
		Queue Length 95th (ft)	Movement	m#290	m161	m6	110	765	120	151	#597	343	#455	397	0	
	East Newport Center Drive	LOS (Delay)	Movement	F (81.1)	A (9.9)		E (64.2)	A (6.0)	A (4.1)			E (59.1)			E (69.7)	B (18.5)
			Approach	B (18.6)			B (13.9)			E (59.1)			E (69.7)			
		Volume to Capacity ratio	Movement	0.78	0.62		0.65	0.62	0.37			0.18			0.3	
		Queue Length 95th (ft)	Movement	m258	m566		m308	m452	m93			79			79	
	I-95 Southbound Ramps	LOS (Delay)	Movement		E (65.2)	A (0.7)	E (73.7)	B (16.1)					D (36.8)		F (89.2)	D (46.5)
			Approach	D (47.0)			C (31.4)						E (75.0)			
		Volume to Capacity ratio	Movement		0.94	0.43	0.84	0.85					0.31		1.03	
		Queue Length 95th (ft)	Movement		#558	0	m479	m438					226		#980	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.9)	A (0.1)		A (8.6)	A (0.2)	F (106.5)		E (69.6)				C (27.0)
			Approach	A (0.6)			A (7.5)			F (94.4)						
		Volume to Capacity ratio	Movement		0.39	0.29		0.36	0.19	1.02		0.69				
		Queue Length 95th (ft)	Movement		m9	m31		110	m0	#547		298				
	FAU Research Park Boulevard	LOS (Delay)	Movement	E (69.4)	C (26.6)	C (31.5)	F (86.2)	D (44.1)	C (30.2)	E (69.7)	E (55.8)	D (54.0)	E (60.4)	E (76.8)	F (103.2)	D (51.6)
			Approach	C (34.0)			D (48.4)			E (62.1)			F (84.3)			
		Volume to Capacity ratio	Movement	0.8	0.54	0.22	0.72	0.71	0.07	0.91	0.25	0.12	0.7	0.7	0.9	
		Queue Length 95th (ft)	Movement	205	280	71	187	683	21	#444	138	64	285	324	390	

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 3B - Build 3D-1.3 2040 - North Alignment - SW 10th Street Signalized Intersection Analysis Results - PM (Modified)

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	South Military Trail	LOS (Delay)	Movement	**F (98.4)**	**E (70.3)**	**E (63.8)**	D (39.2)	D (45.5)	C (27.2)	**F (94.7)**	**E (75.8)**	C (24.3)	**E (79.0)**	**E (74.4)**	A (0.8)	D (54.0)
			Approach	**E (79.7)**			D (39.1)			**E (64.2)**			D (51.5)			
		Volume to Capacity ratio	Movement	0.84	0.58	0.26	0.48	0.82	0.62	0.85	0.84	0.41	0.81	0.91	0.42	
		Queue Length 95th (ft)	Movement	m#272	m236	m128	289	687	377	#264	453	266	#370	633	0	
	East Newport Center Drive	LOS (Delay)	Movement	D (36.1)	A (7.2)		**E (63.2)**	C (20.3)	A (8.5)			**F (81.7)**			**E (70.8)**	C (28.5)
			Approach	A (8.3)			C (21.9)			**F (81.7)**			**E (70.8)**			
		Volume to Capacity ratio	Movement	0.09	0.55		0.19	0.77	0.09			0.88			0.92	
		Queue Length 95th (ft)	Movement	m65	445		m87	m664	m10			369			450	
	I-95 Southbound Ramps	LOS (Delay)	Movement		**E (57.1)**	A (1.6)	**E (72.9)**	B (13.1)					D (45.2)		**F (84.1)**	D (42.9)
			Approach	D (39.6)			C (32.4)						**E (73.9)**			
		Volume to Capacity ratio	Movement		0.93	0.63	0.87	0.56					0.28		0.98	
		Queue Length 95th (ft)	Movement		646	633	355	265					188		#750	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (6.9)	A (0.2)		A (3.8)	A (0.2)	**E (70.9)**		**F (112.0)**				C (24.3)
			Approach	A (3.7)			A (3.2)			**F (91.6)**						
		Volume to Capacity ratio	Movement		0.4	0.42		0.32	0.21	0.73		1.02				
		Queue Length 95th (ft)	Movement		m139	m163		71	m0	330		#505				
	FAU Research Park Boulevard	LOS (Delay)	Movement	**F (91.0)**	C (32.2)	C (31.7)	**F (86.1)**	D (49.4)	D (36.0)	**E (79.9)**	D (53.3)	D (52.4)	D (51.6)	**F (90.3)**	**E (72.9)**	D (54.9)
			Approach	D (41.4)			**E (55.5)**			**E (64.4)**			**E (72.4)**			
		Volume to Capacity ratio	Movement	0.79	0.75	0.23	0.82	0.71	0.11	0.92	0.22	0.15	0.66	0.89	0.72	
		Queue Length 95th (ft)	Movement	m212	m514	m94	285	616	66	#481	133	71	316	501	359	

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 4A: 2040 AM Peak Period VISSIM Network-wide Summary

Alternative (2040 AM Peak Period)	Average		Total			Latent	
	Delay (sec/veh)	Speed (mph)	Travel Time (veh-hrs)	Delay (veh-hrs)	Vehicles Processed	Delay (veh-hrs)	Demand (veh)
Build Option 1.3 Center Base	395	25	3,879	1,627	44,437	2,461	3,327
Build Option 1.3 North Base	327	27	3,717	1,393	45,936	6	8

= Favorable alternative for the referenced measure of effectiveness

Table 4B: 2040 PM Peak Period VISSIM Network-wide Summary

Alternative (2040 PM Peak Period)	Average		Total			Latent	
	Delay (sec/veh)	Speed (mph)	Travel Time (veh-hrs)	Delay (veh-hrs)	Vehicles Processed	Delay (veh-hrs)	Demand (veh)
Build Option 1.3 Center Base	1,035	15	6,803	4,566	47,763	3,982	5,904
Build Option 1.3 North Base	428	24	4,388	1,935	48,814	1,018	1,392

= Favorable alternative for the referenced measure of effectiveness

Table 5A: 2040 AM Peak Period VISSIM Network-wide Summary

Alternative (2040 AM Peak Period)	Average		Total			Latent	
	Delay (sec/veh)	Speed (mph)	Travel Time (veh-hrs)	Delay (veh-hrs)	Vehicles Processed	Delay (veh-hrs)	Demand (veh)
Build Option 1.3 North Base	327	27	3,717	1,393	45,936	6	8
Build Option 1.3 North Modified	255	29	3,414	1,078	45,670	1	1

= Favorable alternative for the referenced measure of effectiveness

Table 5B: 2040 PM Peak Period VISSIM Network-wide Summary

Alternative (2040 PM Peak Period)	Average		Total			Latent	
	Delay (sec/veh)	Speed (mph)	Travel Time (veh-hrs)	Delay (veh-hrs)	Vehicles Processed	Delay (veh-hrs)	Demand (veh)
Build Option 1.3 North Base	428	24	4,388	1,935	48,814	1,018	1,392
Build Option 1.3 North Modified	293	27	3,830	1,326	48,911	154	243

= Favorable alternative for the referenced measure of effectiveness

Figure 7A: Build Option 3D-1.3 North Base

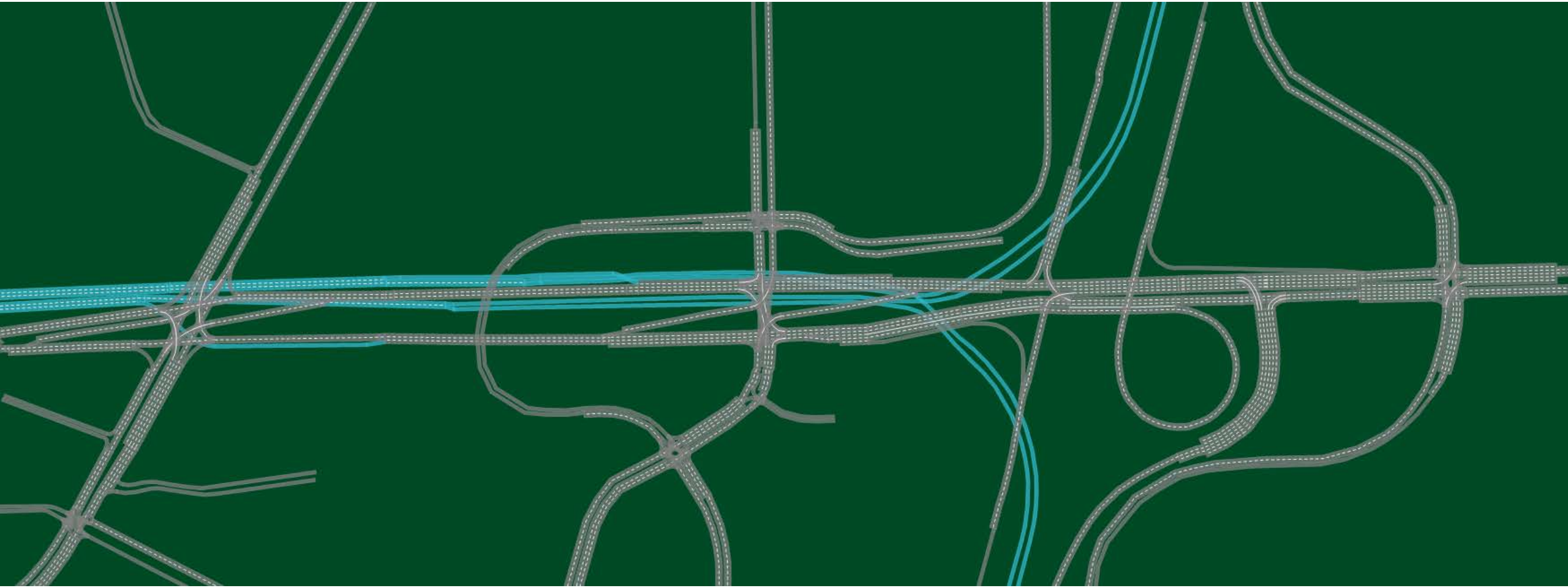


Figure 7B: Build Option 3D-1.3 Center Base

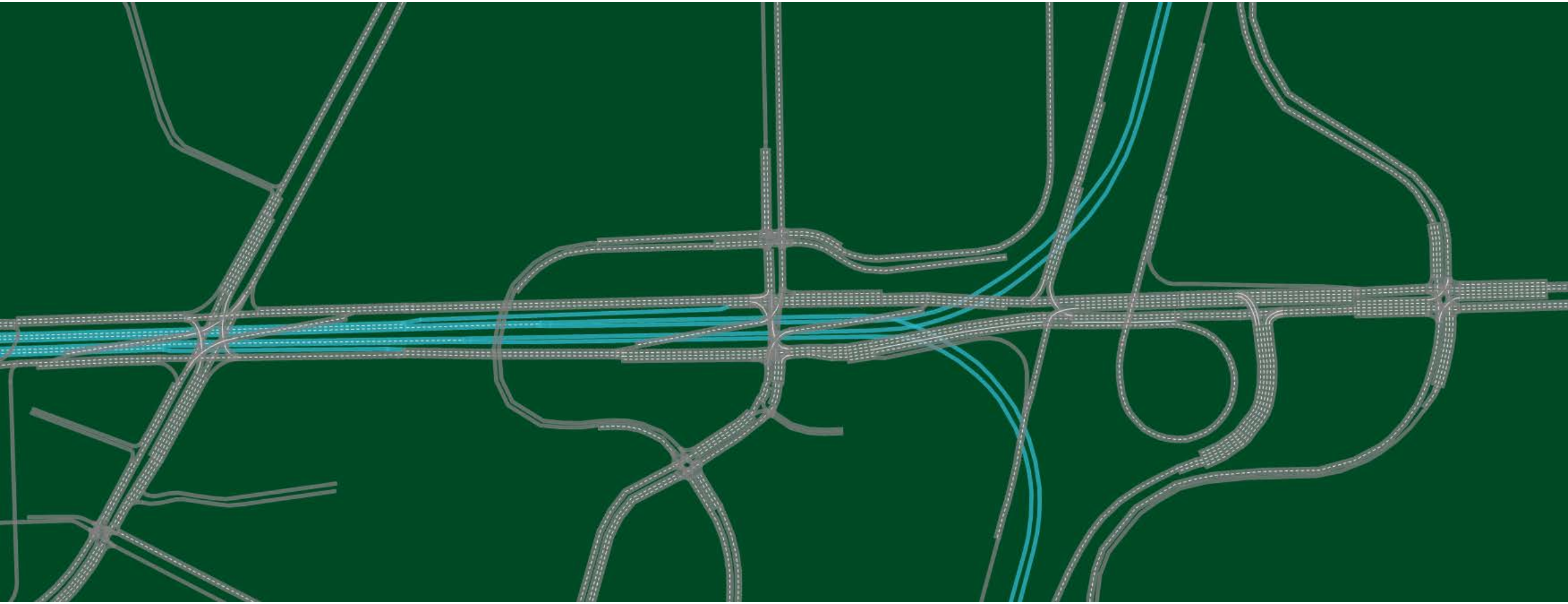


Figure 8A: Build Option 3D-1.3 North Modified

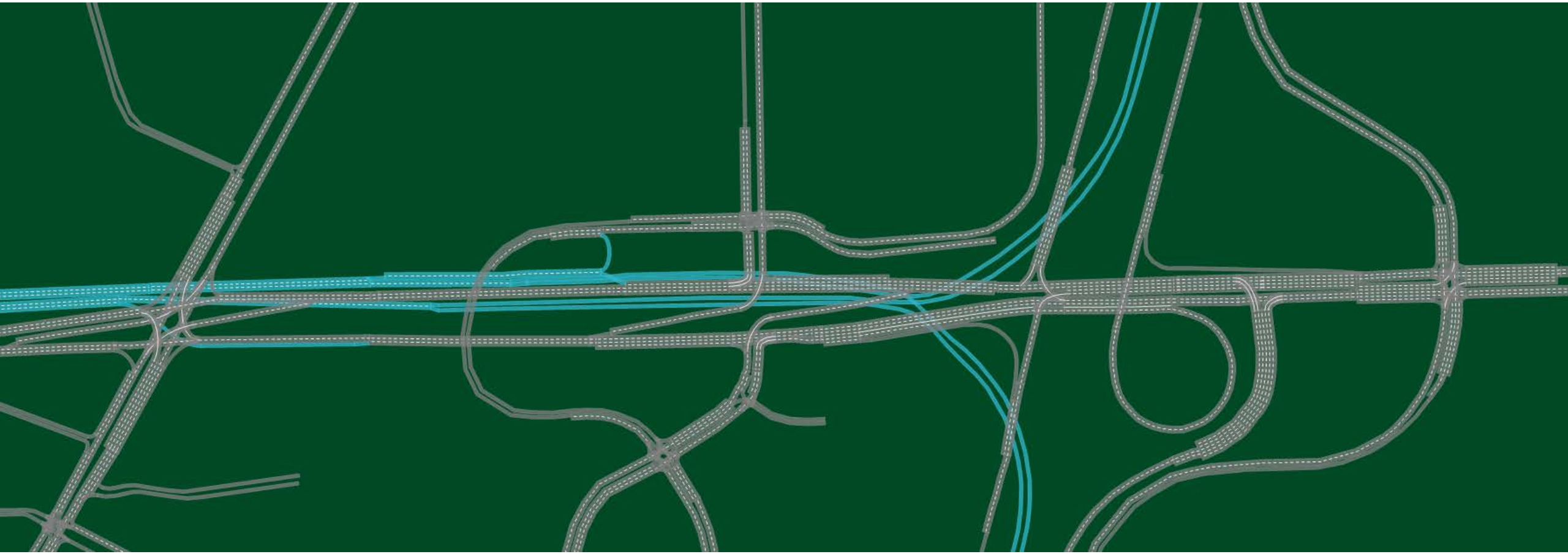
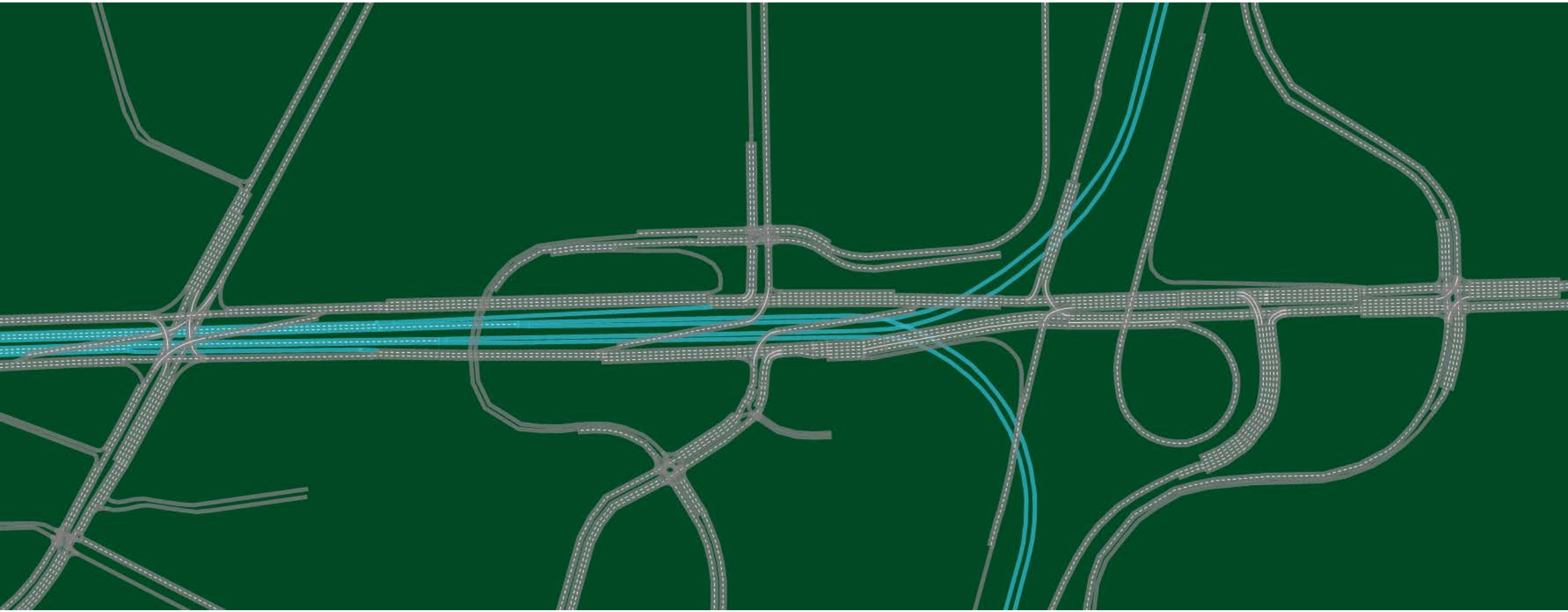


Figure 8B: Build Option 3D-1.3 Center Modified



Roundabout vs. Stop Controlled Intersection Analysis (SW 12th Avenue & Newport Center Drive)

The intersection of SW 12th Avenue and Newport Center Drive is currently a two-way stop controlled intersection with the NB and SB approaches as free movements and EB and WB movements as Stop controlled. In future years, it is projected that the truck activity at this intersection would increase causing potential safety concerns. Therefore, to mitigate any potential traffic operational safety concerns, a signal and a roundabout option were considered for this intersection. However, the signal warrant analysis was not satisfied for the intersection due to low traffic volume so the signal option was eliminated and a roundabout option was considered for traffic operational analysis comparison with the Stop controlled intersection.

Tables 6A and **6B** summarize the VISSIM analysis results for roundabout and Stop controlled intersection conditions. The VISSIM analysis indicates that the traffic operational analysis is very similar between roundabout and Stop controlled intersection. However, a roundabout has significant safety benefits over a Stop controlled intersection. According to FHWA – Technical Summary on Roundabouts, numerous studies have shown significant safety improvements at intersections converted from conventional forms to roundabouts. The physical shape of roundabouts eliminate crossing conflicts that are present at conventional intersections, thus reducing the total number of potential conflict points and the most severe of those conflict points. The most comprehensive and recent study showed overall reductions of 35 percent in total crashes and 76 percent in injury crashes. Severe, incapacitating injuries and fatalities are rare, with one study reporting 89-percent reduction in these types of crashes and another reporting 100-percent reduction in fatalities. Therefore, a roundabout is recommended at the intersection of SW 12th Avenue and Newport Center Drive.

North Build Alternative 3D-1.3 Modified – Evaluation of Eastbound Express Lane Egress Merge Conditions

Due to the proximity of the eastbound express lane egress to the Newport Center Drive intersection and the I-95 southbound ramp intersection, significant weaving and lane changes are induced in the eastbound direction. In order to provide the best operating conditions, the eastbound express lane egress was evaluated using VISSIM traffic simulation for the following merge conditions:

- Inside Egress Merge (see **Figure 9**)
- Outside Egress Merge (See **Figure 10**)
- Both Inside and Outside Egress Merge (See **Figure 11**)

Table 7 summarizes the results of the VISSIM analysis of the express lane egress merge conditions. The analysis shows that a combination of both inside and outside merge would provide the best operating conditions in the eastbound direction. **Figure 12** depicts the both inside and outside egress merge conditions with a roundabout at the intersection of Newport Center Drive and SW 12th Avenue.

Table 6A: 2040 AM Design Hour VISSIM Intersection Summary

Approach (AM Design Hour)	Movement	Roundabout			Stop Controlled		
		Queue Length Maximum (ft)	Demand Processed (Veh)	Delay (sec/veh)	Queue Length Maximum (ft)	Demand Processed (Veh)	Delay (sec/veh)
Northbound	U-Turn	0	0	0.0	0	0	0.0
	Left	55	24	10.3	36	25	1.8
	Through	55	30	8.3	0	31	0.1
	Right	55	6	7.3	9	6	0.7
Southbound	U-Turn	0	0	0.0	0	0	0.0
	Left	298	491	5.7	208	491	3.4
	Through	298	335	6.2	108	335	2.4
	Right	298	24	7.0	108	24	1.8
Eastbound	U-Turn	0	0	0.0	0	0	0.0
	Left	189	82	12.0	118	82	12.5
	Through	189	76	11.8	121	77	9.8
	Right	189	75	12.3	122	75	12.0
Westbound	U-Turn	0	0	0.0	0	0	0.0
	Left	39	4	2.9	73	4	11.5
	Through	39	66	2.2	89	66	14.0
	Right	39	32	1.6	89	32	5.6
Overall			**1,246**	**6.9**		**1,247**	**5.2**

Table 6B: 2040 PM Design Hour VISSIM Intersection Summary

Approach (AM Design Hour)	Movement	Roundabout			Stop Controlled		
		Queue Length Maximum (ft)	Demand Processed (Veh)	Delay (sec/veh)	Queue Length Maximum (ft)	Queue Length Maximum (ft)	Demand Processed (Veh)
Northbound	U-Turn	0	0	0.0	0	0	0.0
	Left	120	169	5.4	68	169	2.5
	Through	120	263	4.4	0	264	0.2
	Right	120	10	4.1	31	10	0.5
Southbound	U-Turn	0	0	0.0	0	0	0.0
	Left	127	94	12.6	84	93	3.8
	Through	127	54	13.7	0	54	1.9
	Right	127	28	15.6	0	28	2.8
Eastbound	U-Turn	0	0	0.0	0	0	0.0
	Left	80	176	3.5	126	175	13.7
	Through	80	9	4.4	128	9	7.3
	Right	80	9	4.0	130	9	10.5
Westbound	U-Turn	0	0	0.0	0	0	0.0
	Left	293	9	14.6	325	9	15.6
	Through	293	382	14.1	337	384	28.3
	Right	293	97	5.6	337	97	7.6
Overall			**1,300**	**8.6**		**1,300**	**11.8**

Figure 9: Build Option 3D-1.3 North Modified Inside Merge

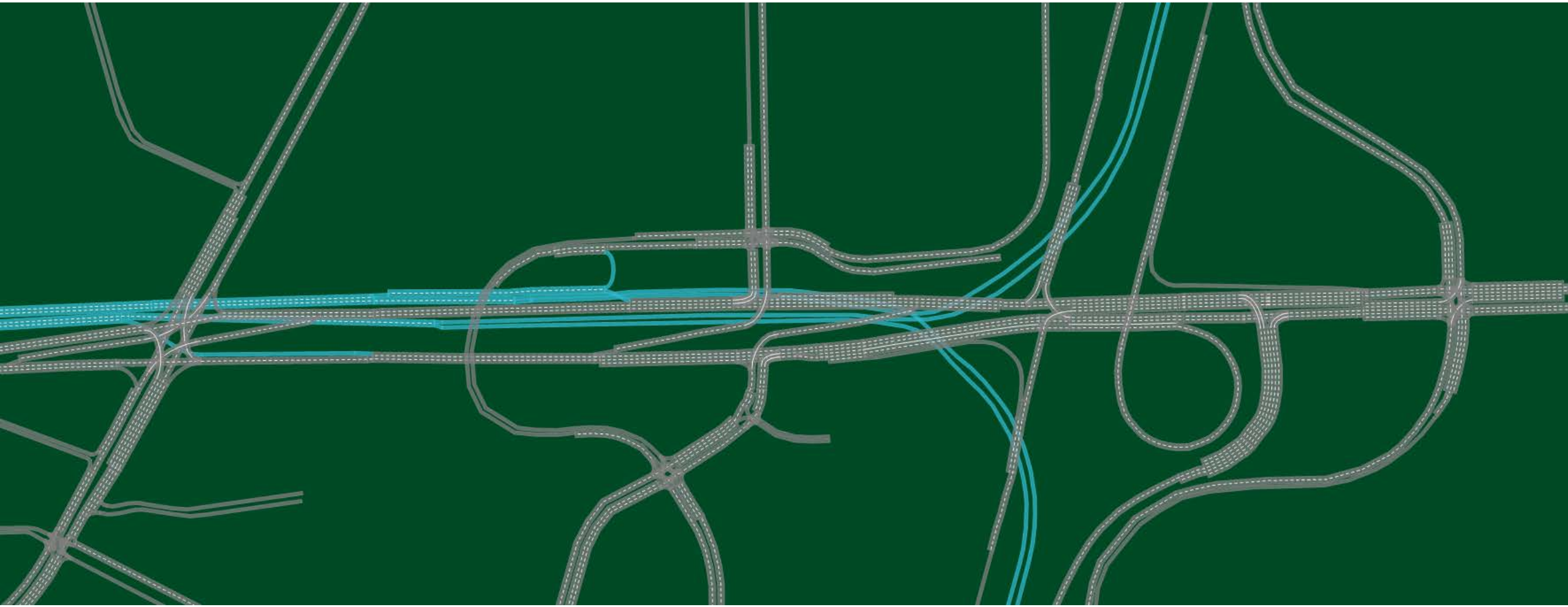


Figure 10: Build Option 3D-1.3 North Modified Outside Merge

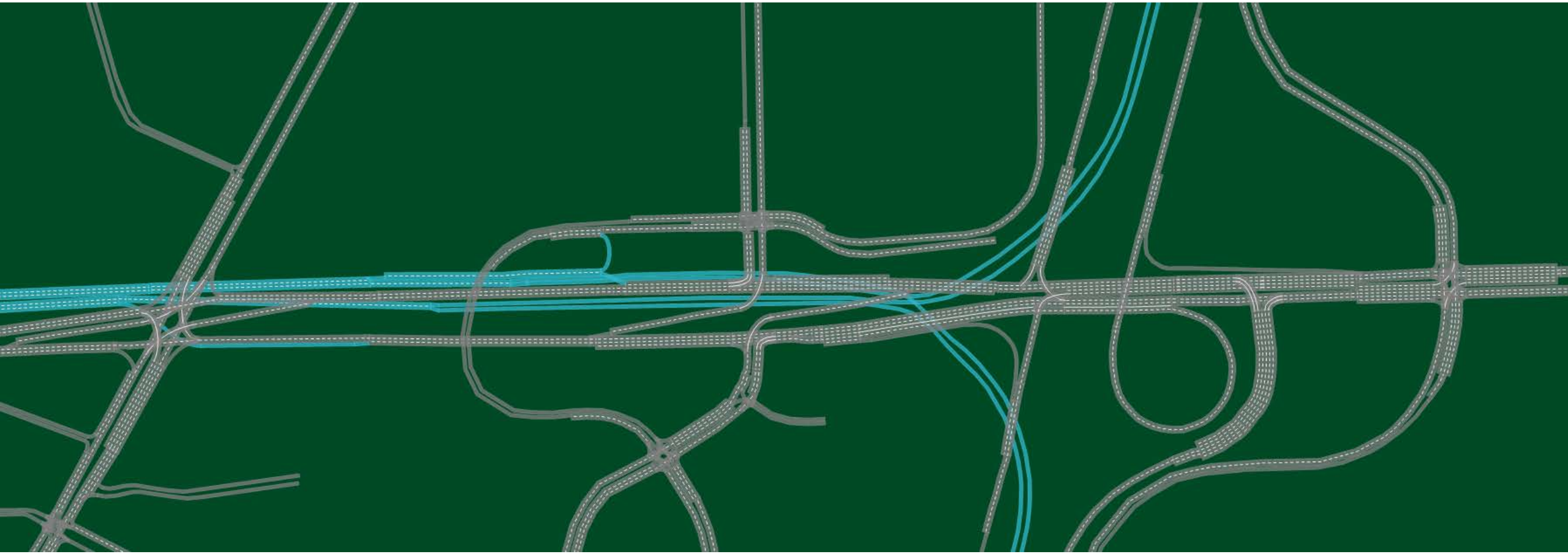


Figure 11: Build Option 3D-1.3 North Modified Both Side Merge

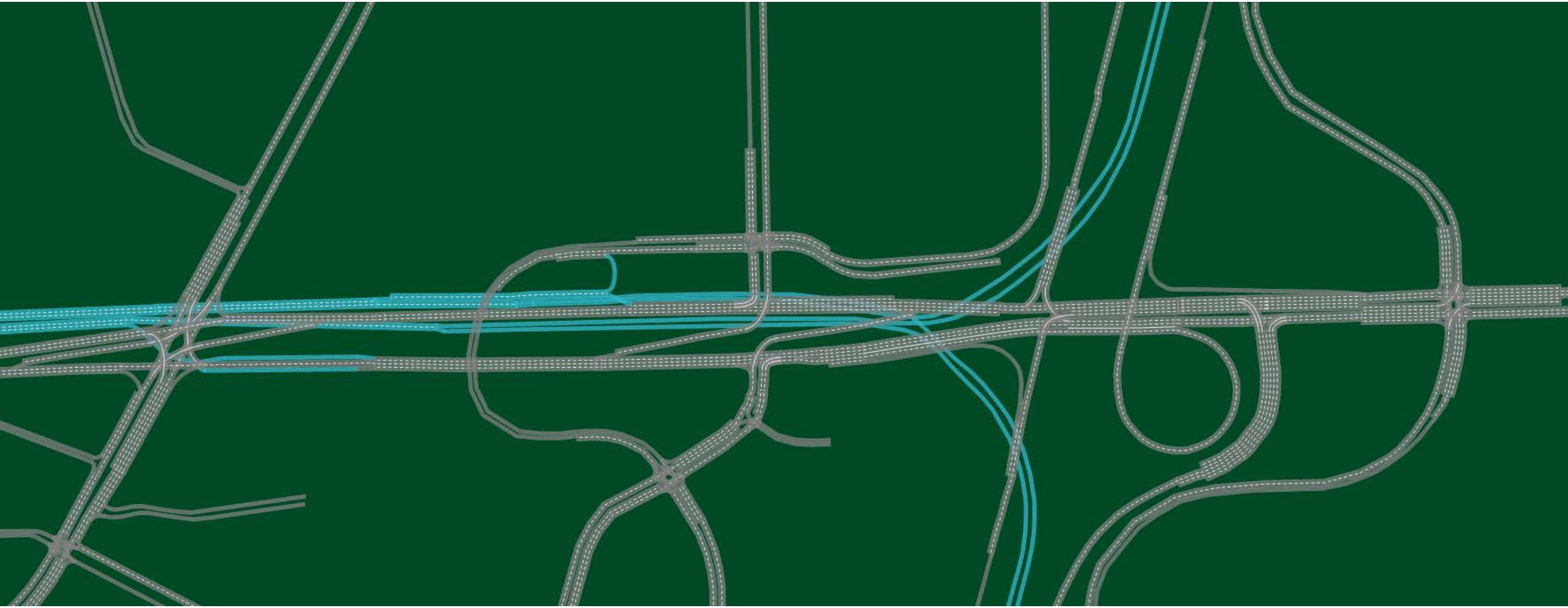


Table 7: North Build Alternative 3D-1.3 Modified - Express Lane Alignment
Vehicle-Hours Comparison: Inside Egress Merge vs. Outside Egress Merge vs. Both Side Egress Merge

Concepts	2040 (Delay in vehicle-hours)		
	AM	PM	Total
Inside Egress Merge	1,096	1,546	2,642
Outside Egress Merge	1,078	1,529	2,606
Both Sides Egress merge	1,083	1,406	2,489

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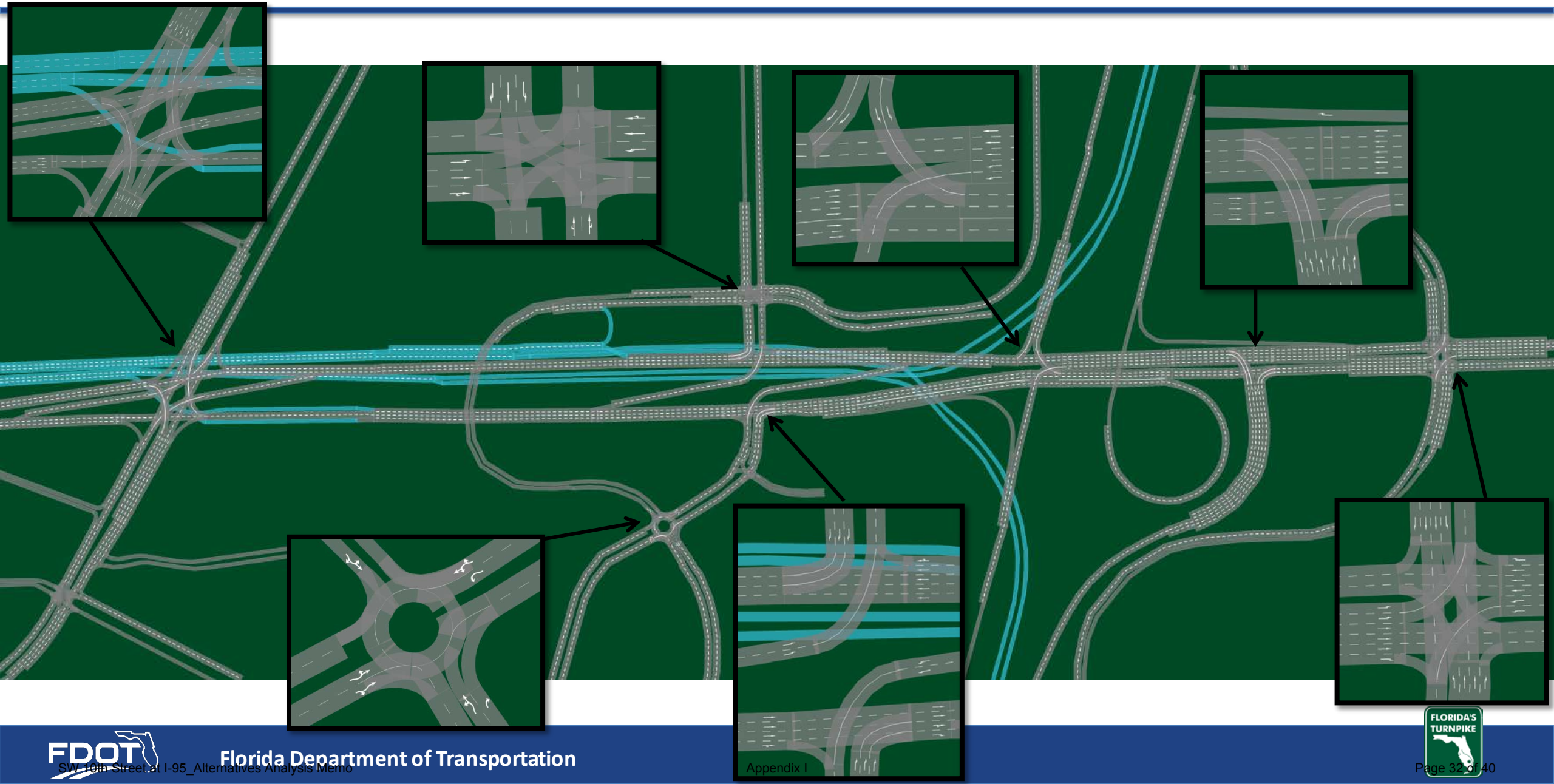
Figure 12: Build Option 3D-1.3 North Modified Both Side Merge With Roundabout



North Build Alternative 3D-1.3 Modified – Comparison of Weaving Volumes and Minimum Number of Lane Changes for the Eastbound Express Lane Egress Merge Conditions

In addition to the VISSIM analysis discussed above, the eastbound egress merge conditions were also evaluated for weaving volumes and the number of lane changes that would occur due to the different egress merge conditions in the eastbound direction. The origin and destination volumes for both the General Purpose (GP) lane and Express Lane (EL) were determined. Based on the location of the EL egress, the weaving volumes between the GP lane and the EL traffic were estimated. In addition, the number of lane changes that the vehicles from both the GP lane and the EL will have to make in order to reach their destinations was estimated. **Table 8** provides a comparison of the weaving volumes and minimum number of lane changes for the different express egress merge conditions. As shown in green highlighting, both sides egress merge would provide the best operating conditions. With both sides egress merge, the express lane traffic can reach their destinations without any weaving and lane changes, and the GP lane traffic would experience the least weaving and the least number of vehicles having to make lane changes to reach their destinations. **Figures 13** through **15** show the origin and destination traffic from both the GP and the Express lanes for the inside merge, outside merge, and both sides merge conditions, respectively.

Table 8: North Build Alternative 3D-1.3 Modified - Express Lane Alignment
Weaving Volumes and Minimum Lane Changes Comparison: Inside Egress Merge vs. Outside Egress Merge vs. Both Side Egress Merge

Concepts	AM Peak Hour				PM Peak Hour			
	From GP Lane		From Express Lane		From GP Lane		From Express Lane	
	Weaving %	Minimum Lane Changes (vph)	Weaving %	Minimum Lane Changes (vph)	Weaving %	Minimum Lane Changes (vph)	Weaving %	Minimum Lane Changes (vph)
Inside Egress Merge	26%	356	54%	2,052	26%	300	61%	2,093
Outside Egress Merge	73%	1,269	38%	870	77%	1,167	41%	611
Both Sides Egress Merge	20%	267	0%	0	4%	48	0%	0

North Build Alternative 3D-1.3 Modified – User Benefit Calculation for the Eastbound Express Lane Egress Merge Conditions

A user benefit calculation was conducted for the different express egress merge conditions for design year 2040. Cumulative benefits for the three merge conditions in 2018 dollars were determined based on the benefits for each year from opening year 2020 to design year 2040. **Table 9** summarizes the user benefits in dollars between the three merge conditions.

Table 9: North Build Alternative 3D-1.3 Modified - Express Lane Alignment
User Benefit in Dollars

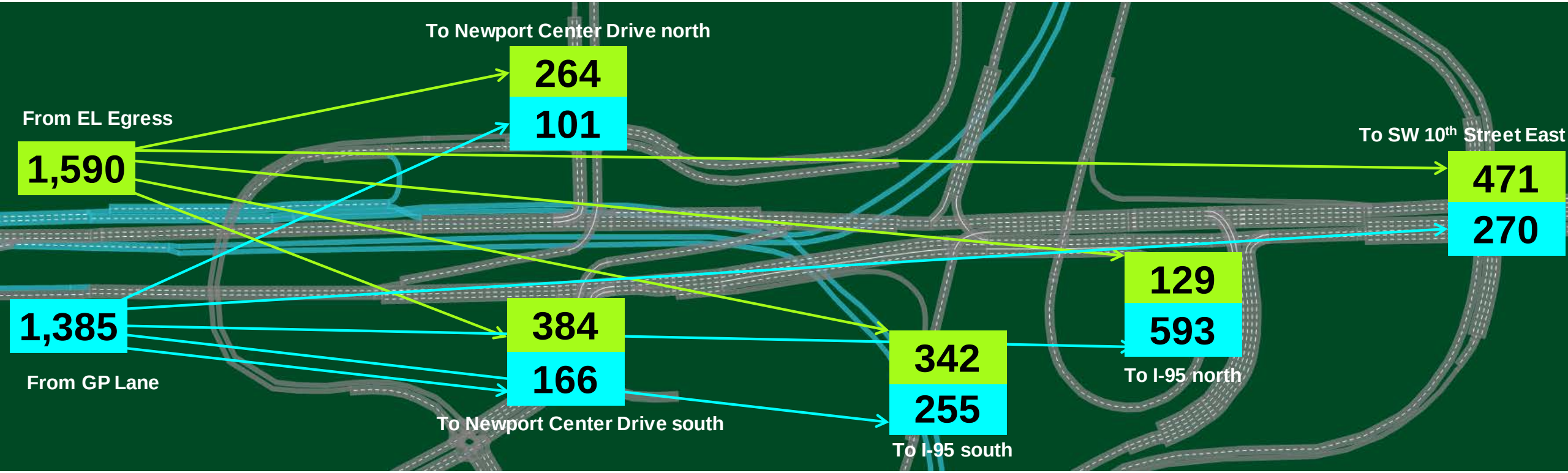
Present Day Benefit in Dollars (2018)	Outside Egress Merge Minus Inside Egress Merge	Both Sides Egress Merge Minus Inside Egress Merge	Both Sides Egress Merge Minus Outside Egress Merge
Cumulative Benefit Difference	$1,513,100	$6,441,200	$4,927,500

The maximum benefit will be realized by both sides egress followed by outside egress and then inside egress. When compared with the inside egress, the outside egress provides approximately $1.5 million in additional cumulative benefits. The both sides egress provides approximately $6.4 million and $4.9 million in additional benefits compared to the inside egress and outside egress, respectively. It can therefore be concluded from Table 9 that for as long as the cost of adding the inside merge to the outside merge remains within $4.9 million, the benefits will outweigh the cost, otherwise it will be better to maintain the outside only option.

CONCLUSION

As documented in the *Traffic Analysis Technical Memorandum* dated May 4, 2018 and prepared by RS&H, Tier 1 and Tier 2 analyses resulted in the selection of the North Build Alternative 3D-1.3 and the Center Build Alternative 3D-1.3 as the two most suitable alternatives. VISSIM micro simulation resulted in the selection of the North Build Alternative 3D-1.3 as the operationally best Build Alternative. This alternative was further refined to eliminate the northbound and southbound through and left-turn movements from the SW 10th Street and Newport Center Drive intersection and convert the unsignalized intersection of SW 12th Avenue and Newport Center Drive into a roundabout. Additionally, three different express lane egress merge conditions were evaluated for weaving volumes, number of lane changes, and vehicle hours of delay. A combination of both the inside and outside express lane egress merge condition was found to provide the best operating conditions. The both sides egress merge condition also provided the maximum cumulative benefit when compared to the inside only and the outside only merge conditions.

Figure 13A: 2040 AM Build Condition – Inside Merge EB Weaving



54 percent express lane traffic weaving, and 2,052 vph minimum lane changes to reach destination

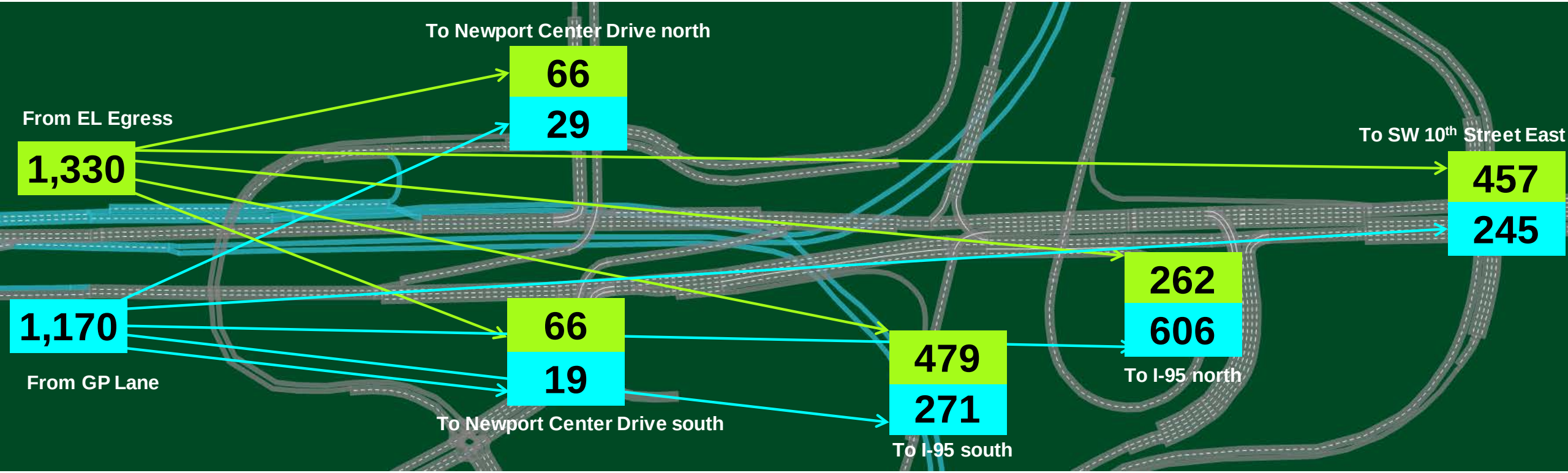
26 percent general-purpose lane traffic weaving, and 356 vph minimum lane changes to reach destination

EL

GP

Traffic volumes in vehicles per hour (vph)

Figure 13B: 2040 PM Build Condition – Inside Merge EB Weaving



61 percent express lane traffic weaving, and 2,093 vph minimum lane changes to reach destination

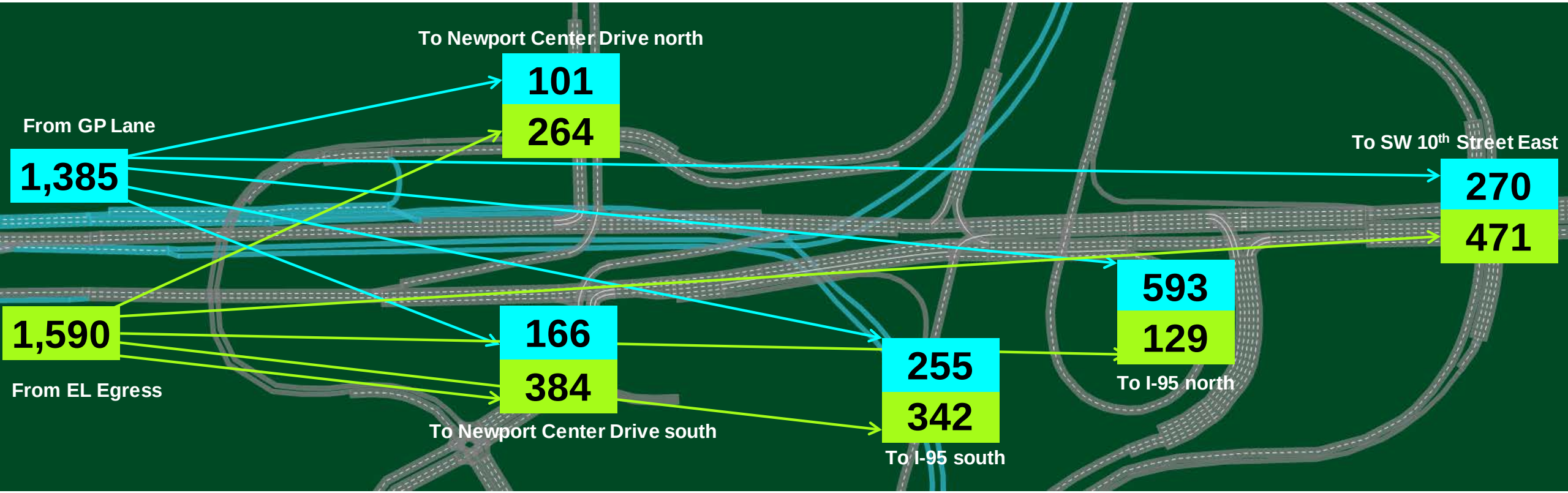
26 percent general-purpose lane traffic weaving, and 300 vph minimum lane changes to reach destination

EL

GP

Traffic volumes in vehicles per hour (vph)

Figure 14A: 2040 AM Build Condition – Outside Merge EB Weaving



38 percent express lane traffic weaving, and 870 vph minimum lane changes to reach destination

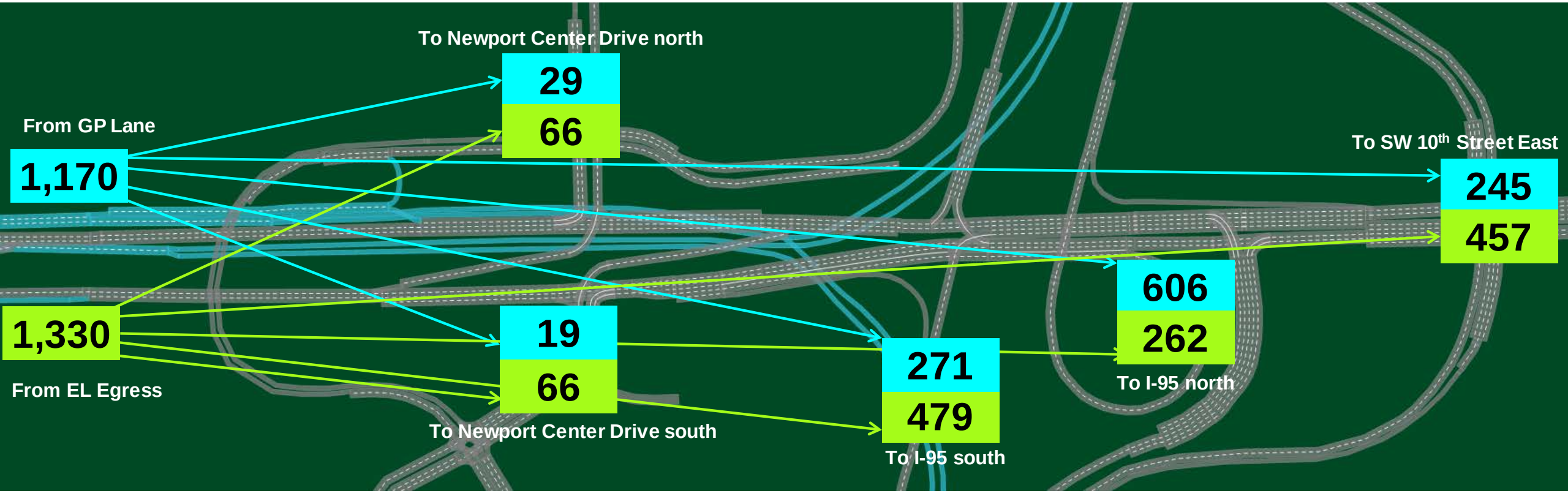
73 percent general-purpose lane traffic weaving, and 1,269 vph minimum lane changes to reach destination

EL

GP

Traffic volumes in vehicles per hour (vph)

Figure 14B: 2040 PM Build Condition – Outside Merge EB Weaving



41 percent express lane traffic weaving, and 611 vph minimum lane changes to reach destination

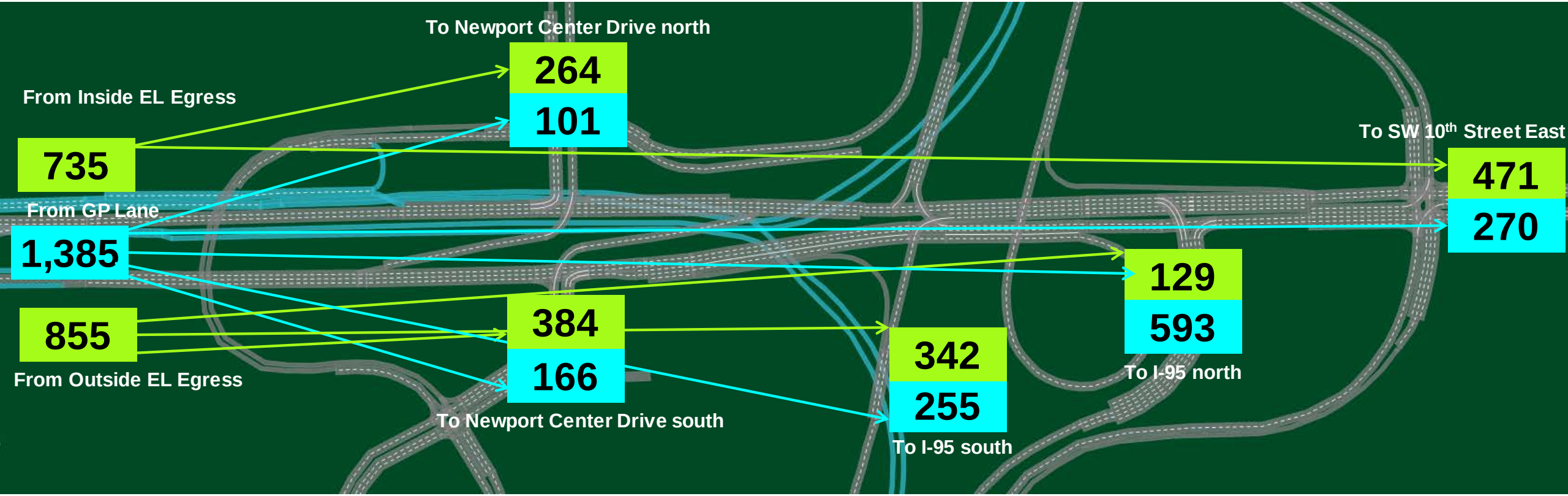
77 percent general-purpose lane traffic weaving, and 1,167 vph minimum lane changes to reach destination

EL

GP

Traffic volumes in vehicles per hour (vph)

Figure 15A: 2040 AM Build Condition – Both Side Merge EB Weaving



0 percent express lane traffic weaving, and
0 vph minimum lane changes to reach destination

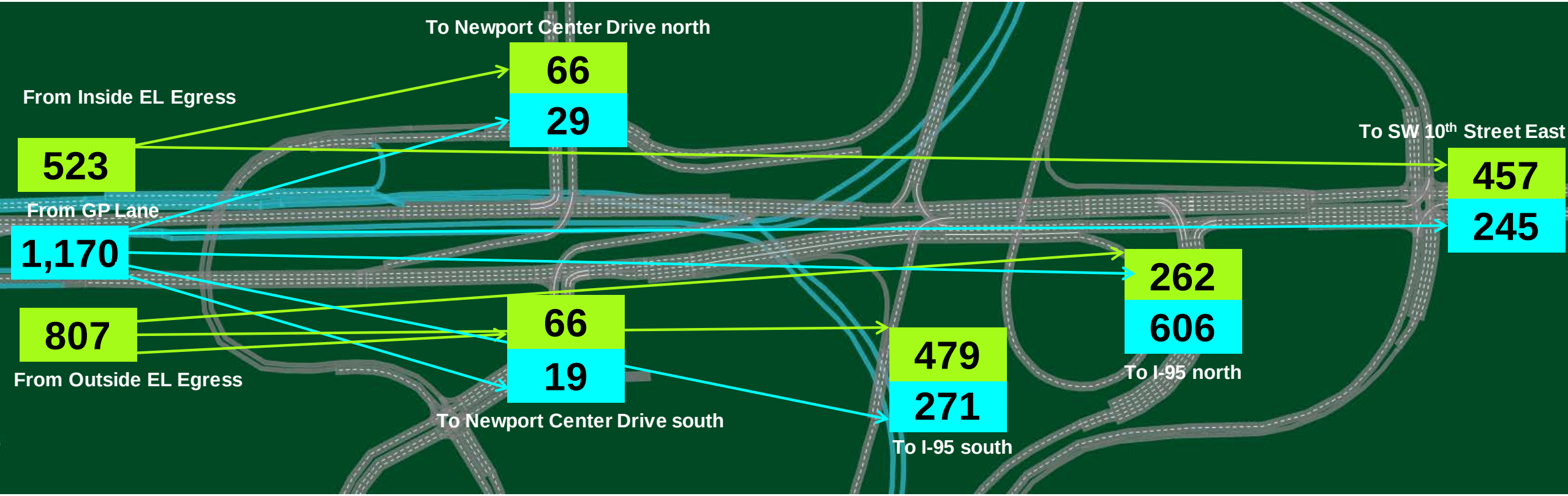
20 percent general-purpose lane traffic weaving, and
267 vph minimum lane changes to reach destination

EL

GP

Traffic volumes in vehicles per hour (vph)

Figure 15B: 2040 PM Build Condition – Both Side Merge EB Weaving



0 percent express lane traffic weaving, and
0 vph minimum lane changes to reach destination

4 percent general-purpose lane traffic weaving, and
48 vph minimum lane changes to reach destination

EL

GP

Traffic volumes in vehicles per hour (vph)

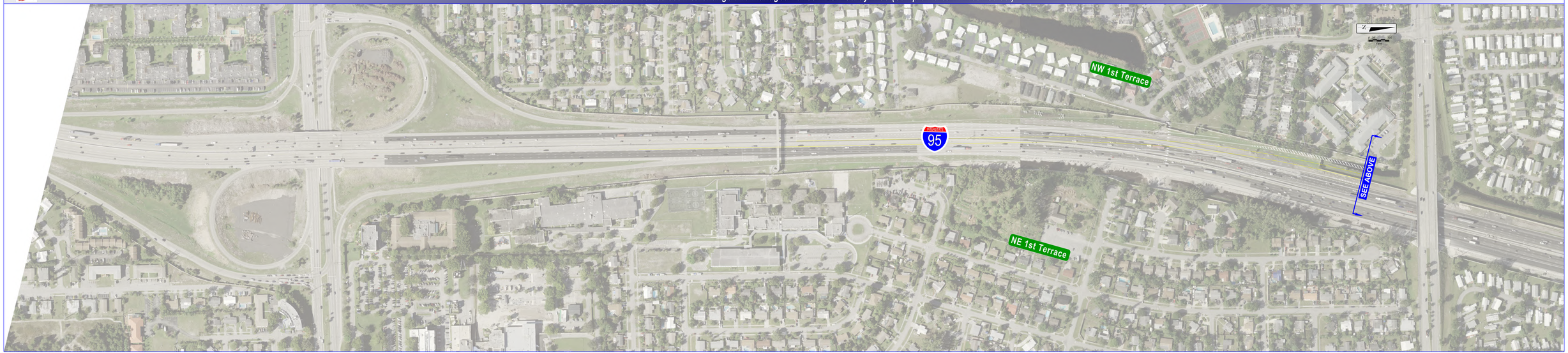
APPENDIX J

Build 1, Build 2, and Build 3 Conceptual Plans

Military Trail
QUORUM BUSINESS CENTER
SOUTH FLORIDA RAIL CORRIDOR I SFRTA
PUBLIX DISTRIBUTION CENTER
SW 12th Ave
SW 10th St
SW 12th Ave
SW Natura Blvd
BRANDSMART USA
SW 10th St
SW 10th St
I-95
NB/SB
95
THE LAKES AT DEERFIELD APARTMENTS
NEWPORT CENTER
E Newport Center Dr
W Newport Center Dr
E Newport Center Dr
FAU Research Park Blvd
FAU Research Park Blvd
MAYO HOWARD PARK
N
0 200 400
Feet

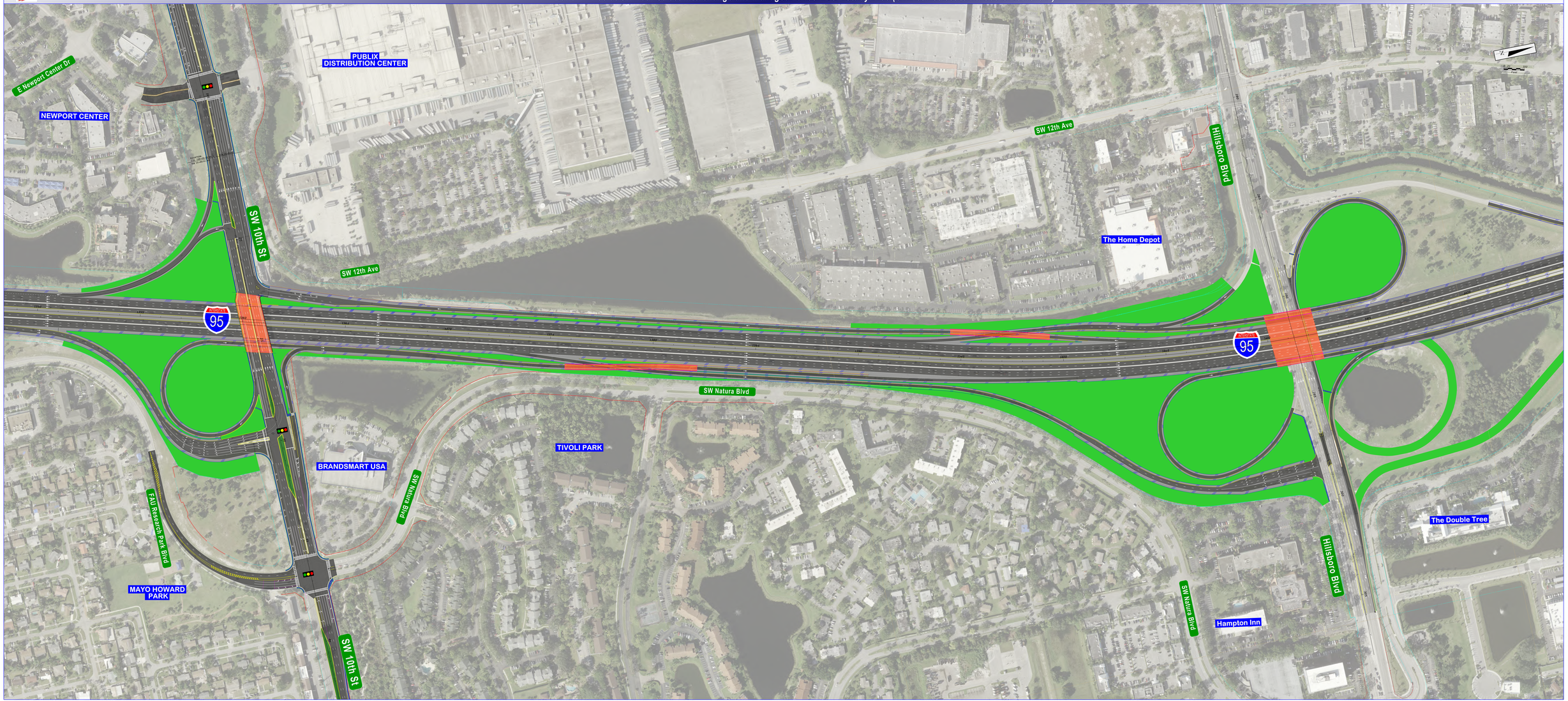
Build 1 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (NE 48th Street to SW 10th Street)

Build 1 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (Sample Rd to NE 48th Street)



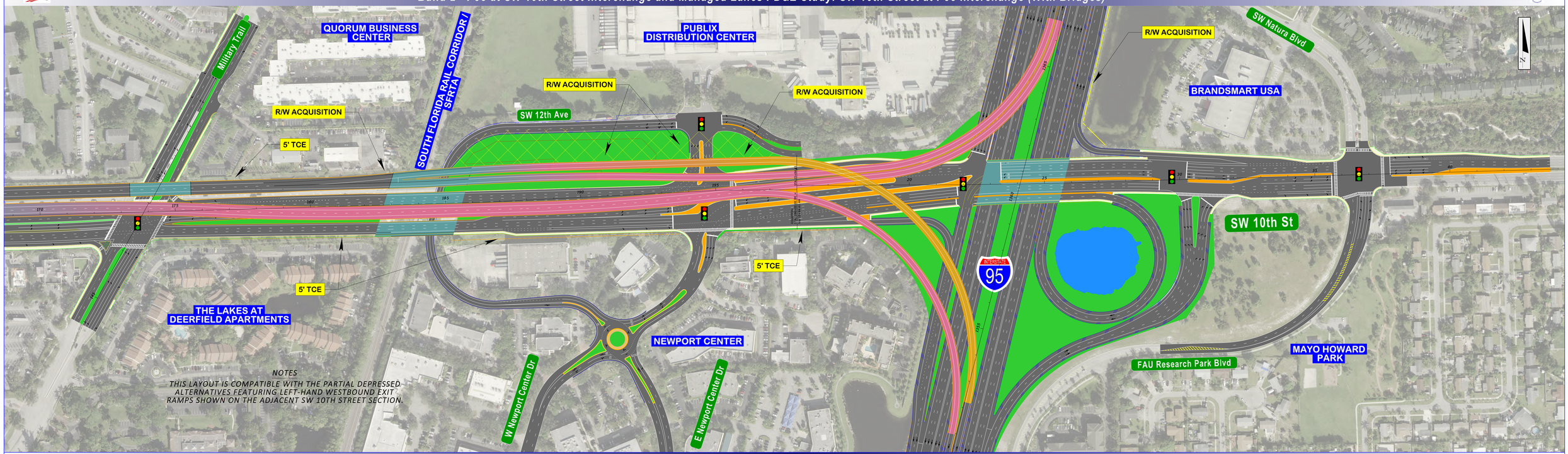
6/6/2019

Build 1 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (SW 10th Street to Hillsboro Boulevard)

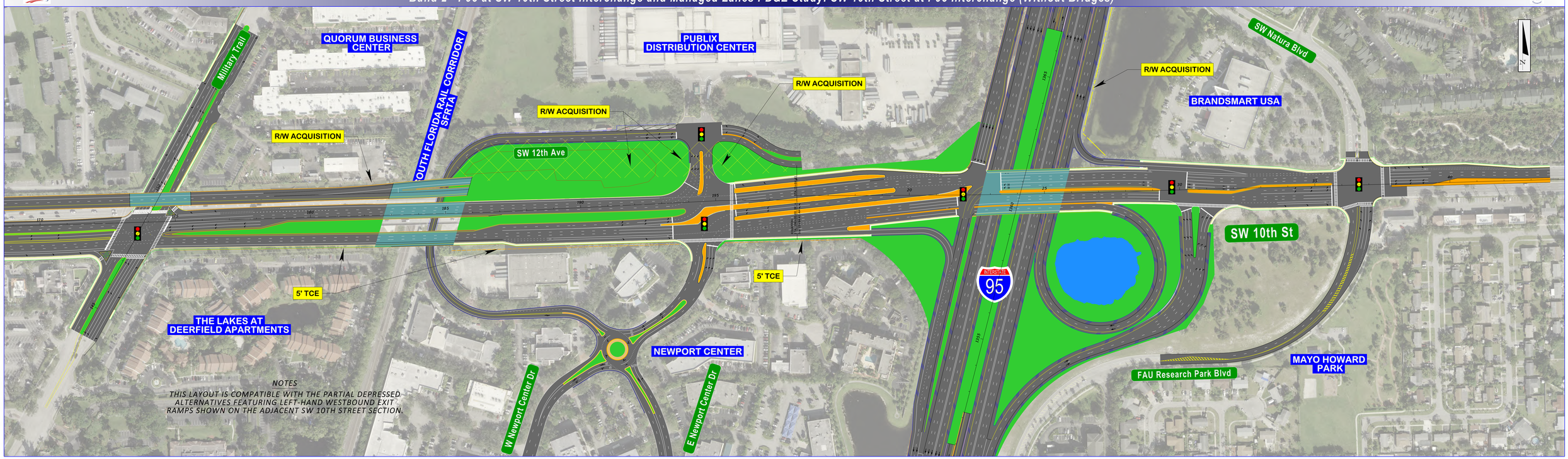


6/6/2019

Build 2 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: SW 10th Street at I-95 Interchange (With Bridges)



Build 2 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: SW 10th Street at I-95 Interchange (Without Bridges)



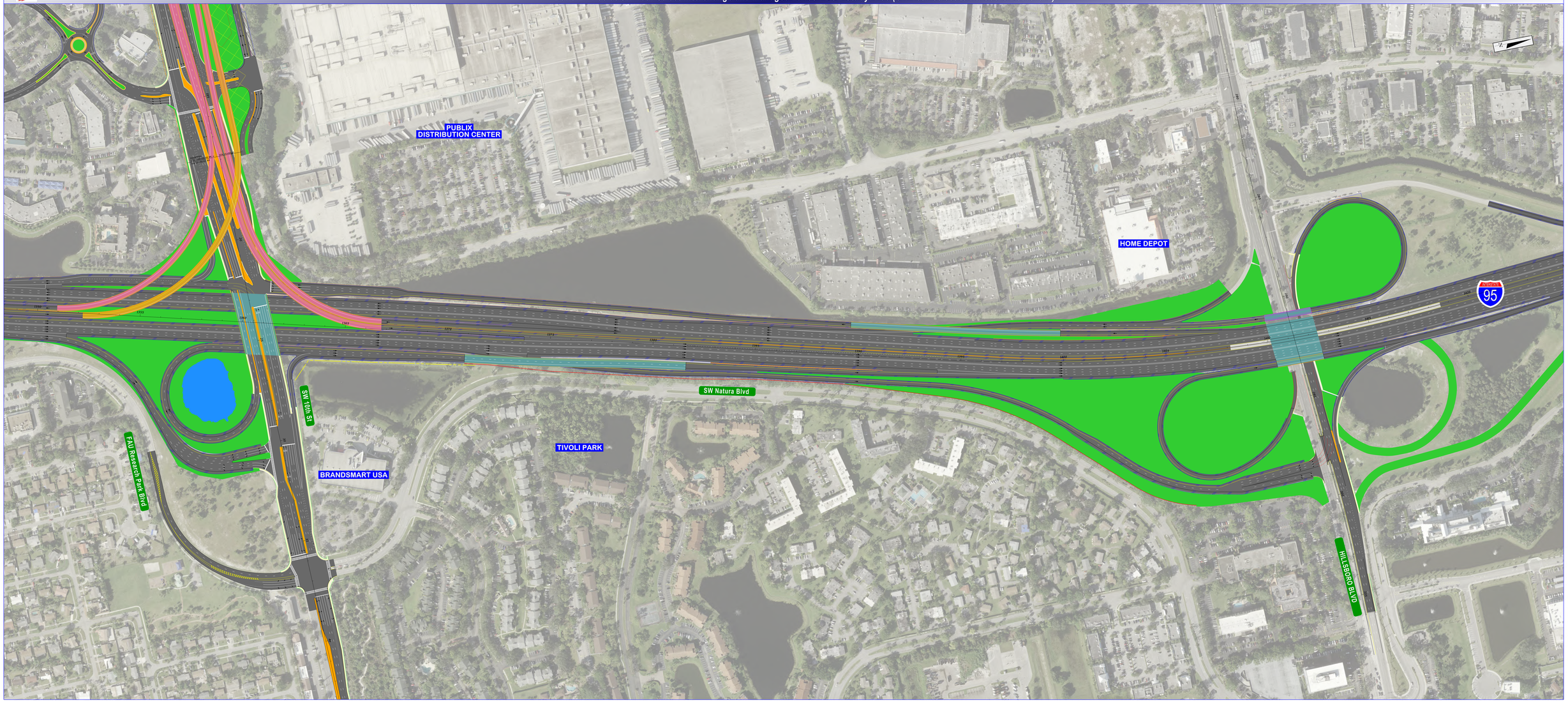
6/6/2019

Build 2 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (NE 48th Street to SW 10th Street)

Build 2 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (NE 48th Street to SW 10th Street)

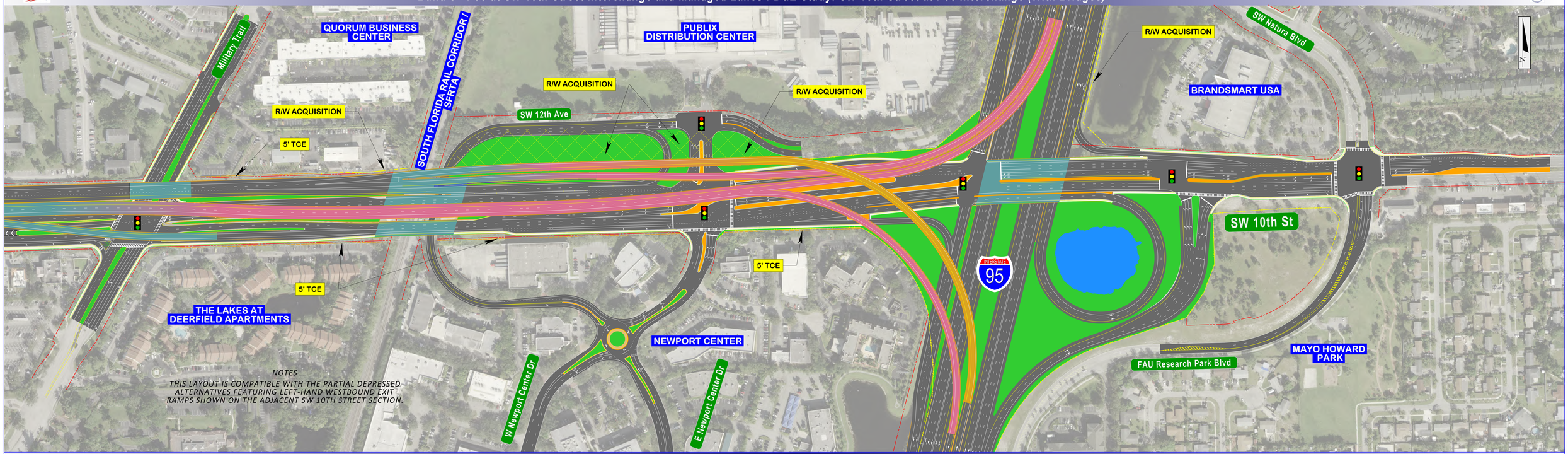
6/6/2019

Build 2 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (SW 10th Street to Hillsboro Boulevard)

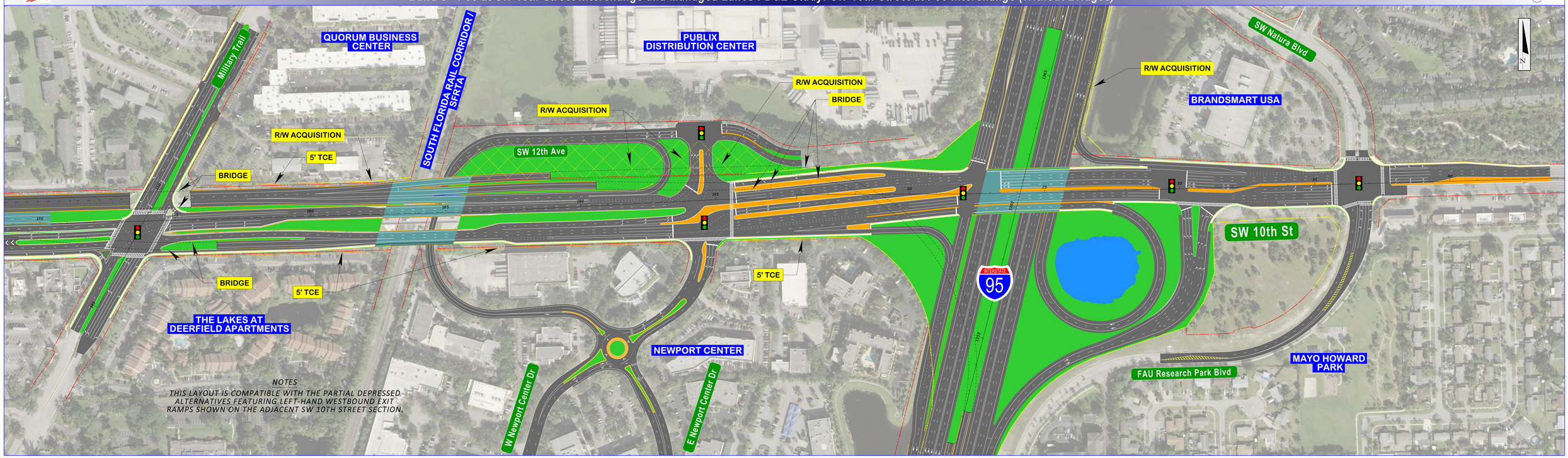


6/6/2019

Build 3 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: SW 10th Street at I-95 Interchange (With Bridges)



Build 3 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: SW 10th Street at I-95 Interchange (Without Bridges)



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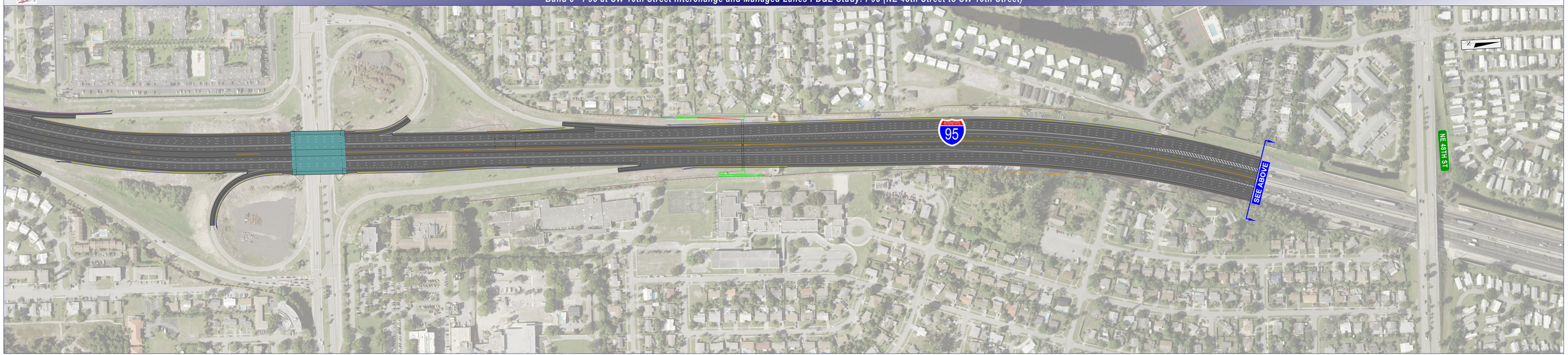
Build 3 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (NE 48th Street to SW 10th Street)

Build 3 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (NE 48th Street to SW 10th Street)



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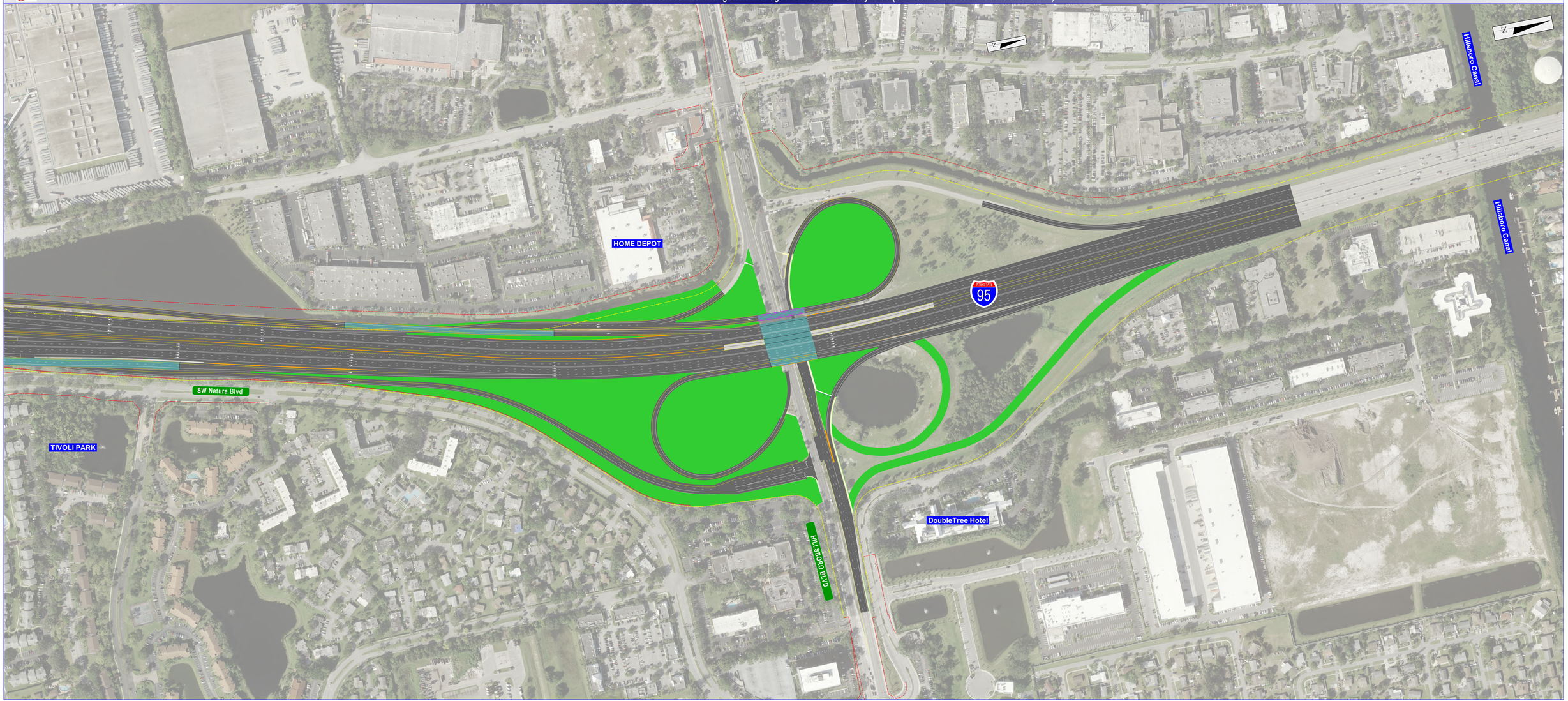
Build 3 - I-95 at SW 10th Street Interchange and Managed Lanes PD&E Study: I-95 (SW 10th Street to Hillsboro Boulevard)



6/7/2019

APPENDIX K

2020 & 2040 Build 1 Freeway HCS Operational Analysis

FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4435	0.95	3	0	1.5	1.2	0.985	1.00	4738
V_{RF}	345	0.92	2	0	1.5	1.2	0.990	1.00	379
V_{FR}	810	0.92	2	0	1.5	1.2	0.990	1.00	889
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4738							V =	6006
V_W	1268								
VR	0.211								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1268 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1703 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1496 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3199 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	789

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5924 veh/h	Weaving intensity factor, W	0.285
Weaving segment capacity, c_w	8772 veh/h	Weaving segment speed, S	54.5 mph
Weaving segment v/c ratio	0.675	Average weaving speed, S_W	57.8 mph
Weaving segment density, D	27.6 pc/mi/ln	Average non-weaving speed, S_{NW}	53.7 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	4650 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet On & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4780*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1702*	pc/h/ln
S	*67.1*	mph
D = v_p / S	*25.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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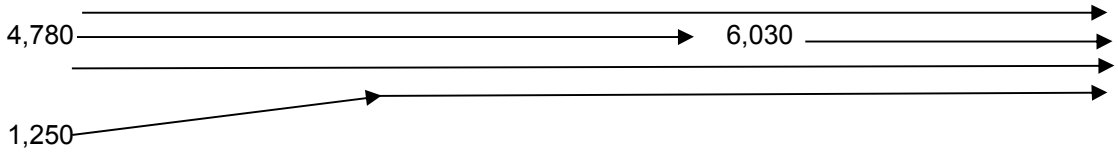
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**6,030**	vph	
	v_r =	**1,250**	vph	
	v_f =	**4,780**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,443**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,329**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,107**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,443	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,107	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,329	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6030*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1611*	pc/h/ln
S	*68.0*	mph
D = v_p / S	*23.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Freeway Number of Lanes, N	4
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	1500
Deceleration Lane Length L_D	
Freeway Volume, V_F	6030
Ramp Volume, V_R	890
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	50.0

Downstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{down} = 6200 ft

V_D = 1070 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6030	0.95	Level	3	0	0.985	1.00	6443
Ramp	890	0.92	Level	2	0	0.990	1.00	977
UpStream								
DownStream	1070	0.92	Level	2	0	0.990	1.00	1175

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.096 using Equation (Exhibit 13-6)

V_{12} = 616 pc/h

V_3 or V_{av34} 2913 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2577 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7420	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3863	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 27.4 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.357 (Exibit 13-11)

S_R= 60.0 mph (Exhibit 13-11)

S_0= 65.8 mph (Exhibit 13-11)

S = 62.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 6-Bet Exp On & Off to 10th*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6920*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2464*	pc/h/ln
S	*51.5*	mph
D = v_p / S	*47.9*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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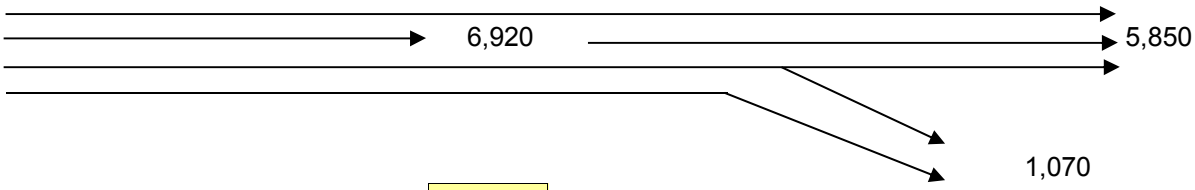
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**6,920**	vph	
	v_r =	**1,070**	vph	
	v_f =	**5,850**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.990099**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,393**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,138**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**6,250**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 32.3 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	7,393	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	6,250	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,138	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5850*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2083*	pc/h/ln
S	*61.0*	mph
D = v_p / S	*34.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	5850	V_D =	1460 veh/h
		Ramp Volume, V_R	1310		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5850	0.95	Level	3	0	0.985	1.00	6250
Ramp	1310	0.92	Level	2	0	0.990	1.00	1438
UpStream								
DownStream	1460	0.92	Level	2	0	0.990	1.00	1603

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.538 using Equation (Exhibit 13-7)

V_{12} = 4025 pc/h

V_3 or V_{av34} 2225 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6250	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4812	Exhibit 13-8	7200	No
V_R	1438	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4025	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.1 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.427 (Exhibit 13-12)

S_R = 58.0 mph (Exhibit 13-12)

S_0 = 72.0 mph (Exhibit 13-12)

S = 62.3 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4540*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1617*	pc/h/ln
S	*68.0*	mph
D = v_p / S	*23.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1310 veh/h	Freeway Volume, V_F	4540	V_D =	veh/h
		Ramp Volume, V_R	1460		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4540	0.95	Level	3	0	0.985	1.00	4851
Ramp	1460	0.92	Level	2	0	0.990	1.00	1603
UpStream	1310	0.92	Level	2	0	0.990	1.00	1438
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2126.96 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2964 pc/h

V_3 or V_{av34} 1887 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2964 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6454	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4567	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 32.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.576 (Exibit 13-11)

S_R= 53.9 mph (Exhibit 13-11)

S_0= 65.0 mph (Exhibit 13-11)

S = 56.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6000*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2137*	pc/h/ln
S	*59.8*	mph
D = v_p / S	*35.7*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4765	0.95	3	0	1.5	1.2	0.985	1.00	5091
V_{RF}	1145	0.92	2	0	1.5	1.2	0.990	1.00	1257
V_{FR}	1235	0.92	2	0	1.5	1.2	0.990	1.00	1356
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	7704							V =	7841
V_W	137								
VR	0.017								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1037 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3407 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4444 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2481

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7739 veh/h	Weaving intensity factor, W	0.220
Weaving segment capacity, c_w	9068 veh/h	Weaving segment speed, S	57.7 mph
Weaving segment v/c ratio	0.853	Average weaving speed, S_W	60.1 mph
Weaving segment density, D	34.0 pc/mi/ln	Average non-weaving speed, S_{NW}	57.6 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5889 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5910*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1586*	pc/h/ln
S	*68.3*	mph
D = v_p / S	*23.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4400	0.95	3	0	1.5	1.2	0.985	1.00	4701
V_{RF}	410	0.92	2	0	1.5	1.2	0.990	1.00	450
V_{FR}	1570	0.92	2	0	1.5	1.2	0.990	1.00	1724
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4701							V =	6875
V_W	2174								
VR	0.316								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2174 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2609 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1488 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	4097 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	783

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6784 veh/h	Weaving intensity factor, W	0.347
Weaving segment capacity, c_w	7478 veh/h	Weaving segment speed, S	48.8 mph
Weaving segment v/c ratio	0.907	Average weaving speed, S_W	55.8 mph
Weaving segment density, D	35.2 pc/mi/ln	Average non-weaving speed, S_{NW}	46.1 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	5759 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet On & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4810*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1713*	pc/h/ln
S	*66.9*	mph
D = v_p / S	*25.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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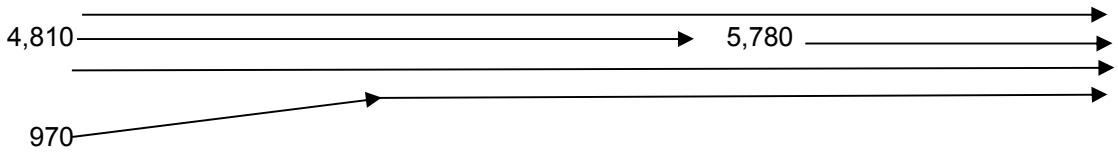
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**5,780**	vph	
	v_r =	**970**	vph	
	v_f =	**4,810**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,175**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,031**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,139**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,175	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,139	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,031	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5780*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1544*	pc/h/ln
S	*68.6*	mph
D = v_p / S	*22.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	5780	V_D =	1300 veh/h
		Ramp Volume, V_R	730		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5780	0.95	Level	3	0	0.985	1.00	6175
Ramp	730	0.92	Level	2	0	0.990	1.00	801
UpStream								
DownStream	1300	0.92	Level	2	0	0.990	1.00	1427

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.118 using Equation (Exhibit 13-6)

V_{12} = 727 pc/h

V_3 or V_{av34} 2724 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2470 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6976	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3567	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 25.1 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.309 (Exibit 13-11)

S_R= 61.3 mph (Exhibit 13-11)

S_0= 66.0 mph (Exhibit 13-11)

S = 63.5 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 6-Bet Exp On & Off to 10th*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6510*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2318*	pc/h/ln
S	*55.5*	mph
D = v_p / S	*41.8*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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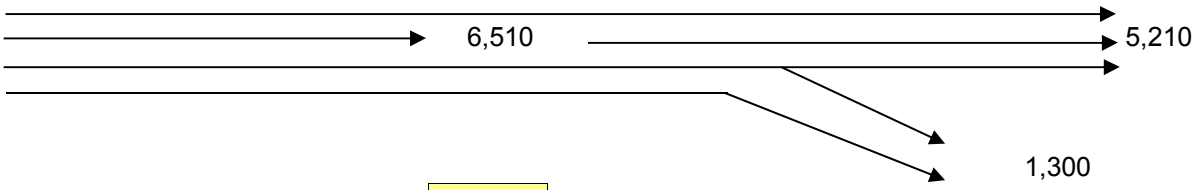
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**	
	v_{fr} =	**6,510**	vph
	v_r =	**1,300**	vph
	v_f =	**5,210**	
Upstream Freeway	**Tr % =**	**3%**	
Ramp	**Tr % =**	**2%**	
Downstream Freeway	**Tr % =**	**3%**	
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =	**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =	**0.990099**
flat terrain	**E_T =**	1.5	
	RV % =	0	
Driver Population adj.	**f_P =**	1.000	
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,955 pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,382 pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,566 pc/h**
No. lanes upstream of ramp	**N =**	**4**	

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 30.4 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,955	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,566	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,382	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5210*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1855*	pc/h/ln
S	*65.0*	mph
D = v_p / S	*28.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	5210	V_D =	1160 veh/h
		Ramp Volume, V_R	1310		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5210	0.95	Level	3	0	0.985	1.00	5566
Ramp	1310	0.92	Level	2	0	0.990	1.00	1438
UpStream								
DownStream	1160	0.92	Level	2	0	0.990	1.00	1273

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.555 using Equation (Exhibit 13-7)

V_{12} = 3728 pc/h

V_3 or V_{av34} 1838 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5566	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4128	Exhibit 13-8	7200	No
V_R	1438	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3728	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.5 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.427 (Exhibit 13-12)

S_R= 58.0 mph (Exhibit 13-12)

S_0= 73.5 mph (Exhibit 13-12)

S = 62.4 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*		From/To	*Seg 10-Bet Off & On Ramps*
Date Performed			Jurisdiction	
Analysis Time Period	*PM*		Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3900*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1389*	pc/h/ln
S	*69.6*	mph
D = v_p / S	*20.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1310 veh/h	Freeway Volume, V_F	3900	V_D =	veh/h
		Ramp Volume, V_R	1160		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3900	0.95	Level	3	0	0.985	1.00	4167
Ramp	1160	0.92	Level	2	0	0.990	1.00	1273
UpStream	1310	0.92	Level	2	0	0.990	1.00	1438
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1909.96 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2546 pc/h

V_3 or V_{av34} 1621 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2546 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5440	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3819	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 27.2 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.379 (Exibit 13-11)

S_R= 59.4 mph (Exhibit 13-11)

S_0= 66.0 mph (Exhibit 13-11)

S = 61.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5060*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1802*	pc/h/ln
S	*65.8*	mph
D = v_p / S	*27.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4095	0.95	3	0	1.5	1.2	0.985	1.00	4375
V_{RF}	1145	0.92	2	0	1.5	1.2	0.990	1.00	1257
V_{FR}	965	0.92	2	0	1.5	1.2	0.990	1.00	1059
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	6691							V =	6828
V_W	137								
VR	0.020								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1037 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3181 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4218 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2155

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6740 veh/h	Weaving intensity factor, W	0.211
Weaving segment capacity, c_w	9064 veh/h	Weaving segment speed, S	58.9 mph
Weaving segment v/c ratio	0.744	Average weaving speed, S_W	60.4 mph
Weaving segment density, D	29.0 pc/mi/ln	Average non-weaving speed, S_{NW}	58.8 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5913 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5240*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1407*	pc/h/ln
S	*69.5*	mph
D = v_p / S	*20.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 1-Bet Hillsboro & Palmetto*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4540*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f_{LW}		mph
Number of Lanes, N	*4*		f_{LC}		mph
Total Ramp Density, TRD		ramps/mi	TRD Adjustment		mph
FFS (measured)	*70.0*	mph	FFS	*70.0*	mph
Base free-flow Speed, BFFS		mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1213*	pc/h/ln	Design LOS	
S	*70.0*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*17.3*	pc/mi/ln	S	mph
LOS	*B*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3440	0.95	3	0	1.5	1.2	0.985	1.00	3675
V_{RF}	1070	0.92	2	0	1.5	1.2	0.990	1.00	1175
V_{FR}	1100	0.92	2	0	1.5	1.2	0.990	1.00	1208
V_{RR}	120	0.92	2	0	1.5	1.2	0.990	1.00	132
V_{NW}	6058							V =	6190
V_W	132								
VR	0.021								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	396 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1064 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3040 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4104 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2205

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6111 veh/h	Weaving intensity factor, W	0.188
Weaving segment capacity, c_w	9241 veh/h	Weaving segment speed, S	59.8 mph
Weaving segment v/c ratio	0.661	Average weaving speed, S_W	61.3 mph
Weaving segment density, D	25.9 pc/mi/ln	Average non-weaving speed, S_{NW}	59.7 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5925 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4510*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1606*	pc/h/ln
S	*68.1*	mph
D = v_p / S	*23.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	1200 ft
V_u =	veh/h	Freeway Volume, V_F	4510	V_D =	1370 veh/h
		Ramp Volume, V_R	1180		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4510	0.95	Level	3	0	0.985	1.00	4819
Ramp	1180	0.92	Level	2	0	0.990	1.00	1295
UpStream								
DownStream	1370	0.92	Level	2	0	0.990	1.00	1504

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.580 using Equation (Exhibit 13-7)

V_{12} = 3339 pc/h

V_3 or V_{av34} 1480 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4819	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3524	Exhibit 13-8	7200	No
V_R	1295	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3339	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 31.2 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.415 (Exhibit 13-12)

S_R= 58.4 mph (Exhibit 13-12)

S_0= 74.9 mph (Exhibit 13-12)

S = 62.6 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet Off & On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3300*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1175*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*16.8*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1180 veh/h	Freeway Volume, V_F	3300	V_D =	veh/h
		Ramp Volume, V_R	1370		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3300	0.95	Level	3	0	0.985	1.00	3526
Ramp	1370	0.92	Level	2	0	0.990	1.00	1504
UpStream	1180	0.92	Level	2	0	0.990	1.00	1295
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1777.82 (Equation 13-6 or 13-7)

P_{FM} = 0.572 using Equation (Exhibit 13-6)

V_{12} = 2016 pc/h

V_3 or V_{av34} 1510 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2016 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5030	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3520	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 25.3 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.343 (Exibit 13-11)

S_R= 60.4 mph (Exhibit 13-11)

S_0= 66.4 mph (Exhibit 13-11)

S = 62.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4700*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1674*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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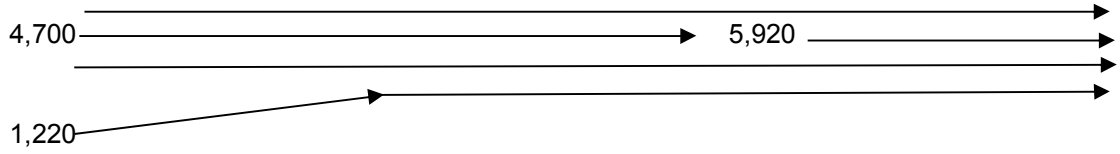
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**5,920**	vph	
	v_r =	**1,220**	vph	
	v_f =	**4,700**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,325**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,297**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,022**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,325	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,022	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,297	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5920*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1581*	pc/h/ln
S	*68.3*	mph
D = v_p / S	*23.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1220 veh/h	Freeway Volume, V_F	5920	V_D =	veh/h
		Ramp Volume, V_R	860		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5920	0.95	Level	3	0	0.985	1.00	6325
Ramp	860	0.92	Level	2	0	0.990	1.00	944
UpStream	1220	0.92	Level	2	0	0.990	1.00	1339
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3290 pc/h

V_3 or V_{av34} 1517 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6325	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	5381	Exhibit 13-8	9600	No
V_R	944	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3290	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 32.7 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.383 (Exhibit 13-12)

S_R= 59.3 mph (Exhibit 13-12)

S_0= 75.4 mph (Exhibit 13-12)

S = 65.3 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5060*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1352*	pc/h/ln
S	*69.7*	mph
D = v_p / S	*19.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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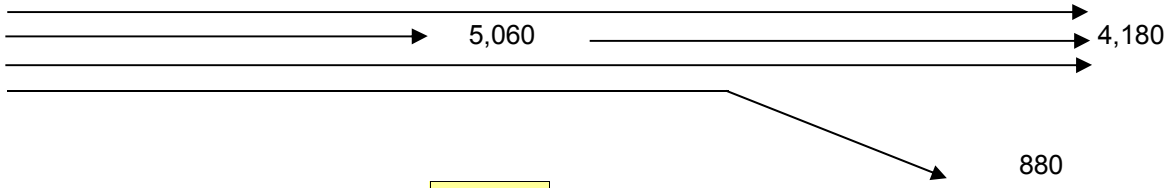
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**5,060**	vph	
	v_r =	**880**	vph	
	v_f =	**4,180**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,406**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**936**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,466**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 23.7 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	5,406	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	4,466	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	936	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4180*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1489*	pc/h/ln
S	*69.0*	mph
D = v_p / S	*21.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3575	0.95	3	0	1.5	1.2	0.985	1.00	3820
V_{RF}	1790	0.92	2	0	1.5	1.2	0.990	1.00	1965
V_{FR}	605	0.92	2	0	1.5	1.2	0.990	1.00	664
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	3820							V =	6449
V_W	2629								
VR	0.408								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	792

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6367 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5800 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.098	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6767 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 1-Bet Hillsboro & Palmetto*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4990*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1333*	pc/h/ln
S	*69.8*	mph
D = v_p / S	*19.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4055	0.95	3	0	1.5	1.2	0.985	1.00	4332
V_{RF}	1105	0.92	2	0	1.5	1.2	0.990	1.00	1213
V_{FR}	935	0.92	2	0	1.5	1.2	0.990	1.00	1026
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	6571							V =	6708
V_W	137								
VR	0.020								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1079 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3154 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4233 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2392

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6622 veh/h	Weaving intensity factor, W	0.192
Weaving segment capacity, c_w	9241 veh/h	Weaving segment speed, S	59.0 mph
Weaving segment v/c ratio	0.717	Average weaving speed, S_W	61.1 mph
Weaving segment density, D	28.4 pc/mi/ln	Average non-weaving speed, S_{NW}	59.0 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5916 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5160*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1838*	pc/h/ln
S	*65.3*	mph
D = v_p / S	*28.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp			Downstream Adj Ramp	
☐ Yes	☐ On	Freeway Number of Lanes, N: 3	☑ Yes	☑ On
☑ No	☐ Off	Ramp Number of Lanes, N: 1	☐ No	☐ Off
L_{up} =	ft	Acceleration Lane Length, L_A:	L_{down} =	1200 ft
V_u =	veh/h	Deceleration Lane Length L_D: 200	V_D =	1500 veh/h
		Freeway Volume, V_F: 5160		
		Ramp Volume, V_R: 1250		
		Freeway Free-Flow Speed, S_{FF}: 70.0		
		Ramp Free-Flow Speed, S_{FR}: 45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5160	0.95	Level	3	0	0.985	1.00	5513
Ramp	1250	0.92	Level	2	0	0.990	1.00	1372
UpStream								
DownStream	1500	0.92	Level	2	0	0.990	1.00	1647

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.559 using Equation (Exhibit 13-7)

V_{12} = 3687 pc/h

V_3 or V_{av34} 1826 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5513	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4141	Exhibit 13-8	7200	No
V_R	1372	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3687	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.2 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.421 (Exhibit 13-12)

S_R = 58.2 mph (Exhibit 13-12)

S_0 = 73.6 mph (Exhibit 13-12)

S = 62.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3910*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1393*	pc/h/ln
S	*69.6*	mph
D = v_p / S	*20.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1250 veh/h	Freeway Volume, V_F	3910	V_D =	veh/h
		Ramp Volume, V_R	1500		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3910	0.95	Level	3	0	0.985	1.00	4178
Ramp	1500	0.92	Level	2	0	0.990	1.00	1647
UpStream	1250	0.92	Level	2	0	0.990	1.00	1372
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1947.95 (Equation 13-6 or 13-7)

P_{FM} = 0.561 using Equation (Exhibit 13-6)

V_{12} = 2344 pc/h

V_3 or V_{av34} 1834 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2387 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5825	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4034	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 29.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.431 (Exibit 13-11)

S_R= 57.9 mph (Exhibit 13-11)

S_0= 65.4 mph (Exhibit 13-11)

S = 60.0 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5410*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1927*	pc/h/ln
S	*63.9*	mph
D = v_p / S	*30.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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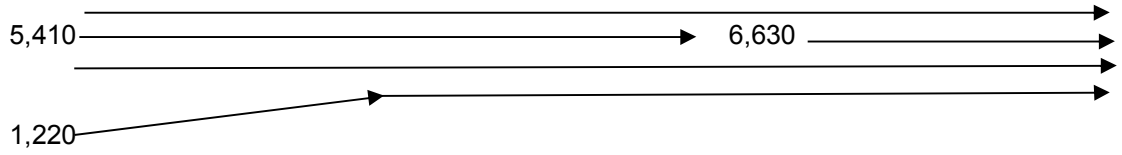
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**6,630**	vph	
	v_r =	**1,220**	vph	
	v_f =	**5,410**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,084**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,297**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,780**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	7,084	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,780	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,297	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6630*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1771*	pc/h/ln
S	*66.2*	mph
D = v_p / S	*26.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1220 veh/h	Freeway Volume, V_F	6630	V_D =	veh/h
		Ramp Volume, V_R	720		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6630	0.95	Level	3	0	0.985	1.00	7084
Ramp	720	0.92	Level	2	0	0.990	1.00	790
UpStream	1220	0.92	Level	2	0	0.990	1.00	1339
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3534 pc/h

V_3 or V_{av34} 1775 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7084	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	6294	Exhibit 13-8	9600	No
V_R	790	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3534	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 35.0 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.369 (Exhibit 13-12)

S_R= 59.7 mph (Exhibit 13-12)

S_0= 74.5 mph (Exhibit 13-12)

S = 65.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5910*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1579*	pc/h/ln
S	*68.3*	mph
D = v_p / S	*23.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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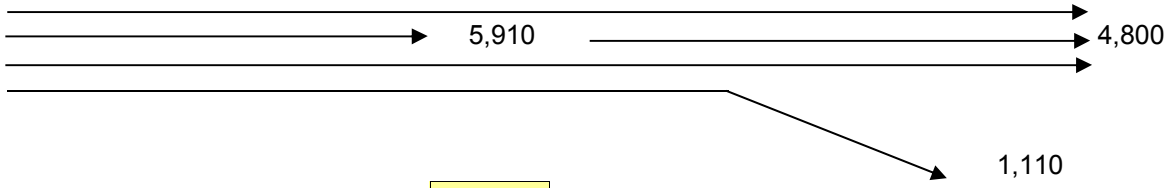
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**5,910**	vph	
	v_r =	**1,110**	vph	
	v_f =	**4,800**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,314**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,180**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,128**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 27.6 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,314	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,128	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,180	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4800*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1709*	pc/h/ln
S	*67.0*	mph
D = v_p / S	*25.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2020 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4170	0.95	3	0	1.5	1.2	0.985	1.00	4455
V_{RF}	1420	0.92	2	0	1.5	1.2	0.990	1.00	1559
V_{FR}	630	0.92	2	0	1.5	1.2	0.990	1.00	692
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4455							V =	6706
V_W	2251								
VR	0.336								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2251 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2700 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1513 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	4213 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	786

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6618 veh/h	Weaving intensity factor, W	0.339
Weaving segment capacity, c_w	7044 veh/h	Weaving segment speed, S	48.8 mph
Weaving segment v/c ratio	0.939	Average weaving speed, S_W	56.1 mph
Weaving segment density, D	34.4 pc/mi/ln	Average non-weaving speed, S_{NW}	45.7 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5970 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4755	0.95	3	0	1.5	1.2	0.985	1.00	5080
V_{RF}	405	0.92	2	0	1.5	1.2	0.990	1.00	445
V_{FR}	970	0.92	2	0	1.5	1.2	0.990	1.00	1065
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	5080							V =	6590
V_W	1510								
VR	0.229								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1510 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1945 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1566 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3511 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	846

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6500 veh/h	Weaving intensity factor, W	0.307
Weaving segment capacity, c_w	8717 veh/h	Weaving segment speed, S	52.5 mph
Weaving segment v/c ratio	0.746	Average weaving speed, S_W	57.1 mph
Weaving segment density, D	31.4 pc/mi/ln	Average non-weaving speed, S_{NW}	51.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4836 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5160*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1838*	pc/h/ln
S	*65.3*	mph
D = v_p / S	*28.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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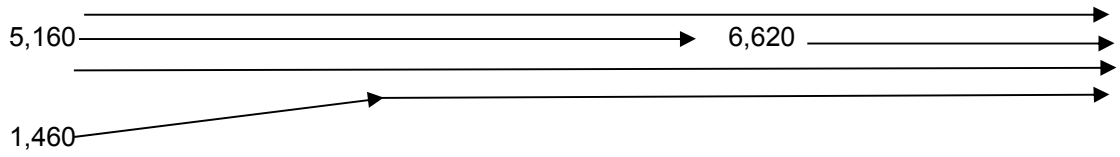
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**6,620**	vph	
	v_r =	**1,460**	vph	
	v_f =	**5,160**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,073**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,552**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,513**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	7,073	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,513	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,552	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6620*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1768*	pc/h/ln
S	*66.3*	mph
D = v_p / S	*26.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Freeway Number of Lanes, N	4
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	1500
Deceleration Lane Length L_D	
Freeway Volume, V_F	6620
Ramp Volume, V_R	920
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	50.0

Downstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{down} = 6200 ft

V_D = 1320 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6620	0.95	Level	3	0	0.985	1.00	7073
Ramp	920	0.92	Level	2	0	0.990	1.00	1010
UpStream								
DownStream	1320	0.92	Level	2	0	0.990	1.00	1449

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.092 using Equation (Exhibit 13-6)

V_{12} = 648 pc/h

V_3 or V_{av34} 3212 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2829 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	8083	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4178	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 30.0 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.425 (Exibit 13-11)

S_R= 58.1 mph (Exhibit 13-11)

S_0= 65.2 mph (Exhibit 13-11)

S = 61.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7540*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2685*	pc/h/ln
S	*44.4*	mph
D = v_p / S	*60.4*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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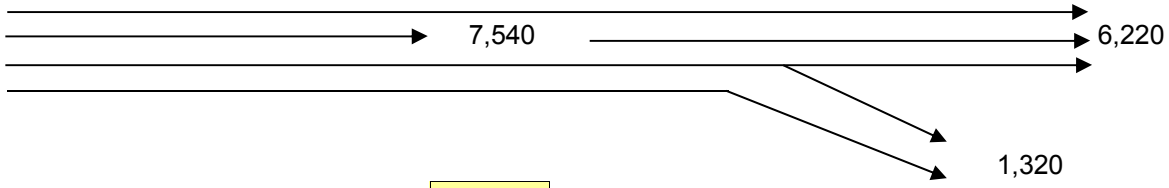
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**7,540**	vph	
	v_r =	**1,320**	vph	
	v_f =	**6,220**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**8,056**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,403**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**6,646**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 35.2 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

E

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	8,056	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	6,646	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,403	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 8-Bet Off & Off Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6220*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2215*	pc/h/ln
S	*58.0*	mph
D = v_p / S	*38.2*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	6220	V_D =	1660 veh/h
		Ramp Volume, V_R	1450		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6220	0.95	Level	3	0	0.985	1.00	6646
Ramp	1450	0.92	Level	2	0	0.990	1.00	1592
UpStream								
DownStream	1660	0.92	Level	2	0	0.990	1.00	1822

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.521 using Equation (Exhibit 13-7)

V_{12} = 4223 pc/h

V_3 or V_{av34} 2423 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6646	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	5054	Exhibit 13-8	7200	No
V_R	1592	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4223	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 38.8 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.441 (Exhibit 13-12)

S_R= 57.6 mph (Exhibit 13-12)

S_0= 71.2 mph (Exhibit 13-12)

S = 62.0 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*		From/To	*Seg 10-Bet Off & On Ramps*
Date Performed			Jurisdiction	
Analysis Time Period	*AM*		Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4770*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1699*	pc/h/ln
S	*67.1*	mph
D = v_p / S	*25.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☑ Yes ☐ On	Freeway Number of Lanes, N: 3	☐ Yes ☐ On
☐ No ☑ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = 2800 ft	Acceleration Lane Length, L_A: 1200	L_{down} = ft
V_u = 1450 veh/h	Deceleration Lane Length L_D:	V_D = veh/h
	Freeway Volume, V_F: 4770	
	Ramp Volume, V_R: 1660	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 50.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4770	0.95	Level	3	0	0.985	1.00	5096
Ramp	1660	0.92	Level	2	0	0.990	1.00	1822
UpStream	1450	0.92	Level	2	0	0.990	1.00	1592
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2226.25 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 3114 pc/h

V_3 or V_{av34} 1982 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3114 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6918	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4936	Exhibit 13-8	4600:All	Yes

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 35.6 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

M_S = 0.744 (Exibit 13-11)

S_R= 49.2 mph (Exhibit 13-11)

S_0= 64.7 mph (Exhibit 13-11)

S = 52.8 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6430*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2290*	pc/h/ln
S	*56.2*	mph
D = v_p / S	*40.7*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5010	0.95	3	0	1.5	1.2	0.985	1.00	5353
V_{RF}	1150	0.92	2	0	1.5	1.2	0.990	1.00	1263
V_{FR}	1420	0.92	2	0	1.5	1.2	0.990	1.00	1559
V_{RR}	320	0.92	2	0	1.5	1.2	0.990	1.00	351
V_{NW}	8175							V =	8526
V_W	351								
VR	0.041								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	1053 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1679 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3512 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	5191 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2632

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	8415 veh/h	Weaving intensity factor, W	0.249
Weaving segment capacity, c_w	9001 veh/h	Weaving segment speed, S	52.4 mph
Weaving segment v/c ratio	0.935	Average weaving speed, S_W	59.0 mph
Weaving segment density, D	40.6 pc/mi/ln	Average non-weaving speed, S_{NW}	52.2 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	6110 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6160*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1653*	pc/h/ln
S	*67.6*	mph
D = v_p / S	*24.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4770	0.95	3	0	1.5	1.2	0.985	1.00	5096
V_{RF}	480	0.92	2	0	1.5	1.2	0.990	1.00	527
V_{FR}	1810	0.92	2	0	1.5	1.2	0.990	1.00	1987
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	5096							V =	7610
V_W	2514								
VR	0.330								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7511 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	7158 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.049	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	5912 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet On & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5250*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1870*	pc/h/ln
S	*64.8*	mph
D = v_p / S	*28.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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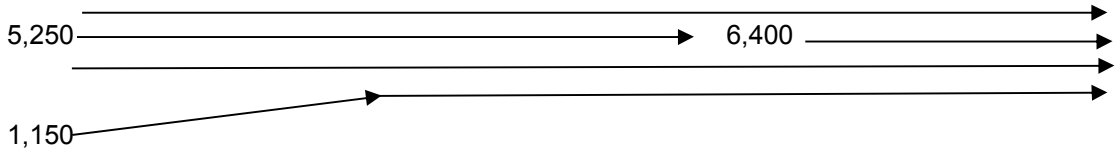
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**6,400**	vph	
	v_r =	**1,150**	vph	
	v_f =	**5,250**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,838**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,223**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,609**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,838	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,609	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,223	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6400*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1709*	pc/h/ln
S	*67.0*	mph
D = v_p / S	*25.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	6400	V_D =	1590 veh/h
		Ramp Volume, V_R	770		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6400	0.95	Level	3	0	0.985	1.00	6838
Ramp	770	0.92	Level	2	0	0.990	1.00	845
UpStream								
DownStream	1590	0.92	Level	2	0	0.990	1.00	1746

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.112 using Equation (Exhibit 13-6)

V_{12} = 767 pc/h

V_3 or V_{av34} 3035 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2735 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7683	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3908	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 27.9 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.365 (Exibit 13-11)

S_R= 59.8 mph (Exhibit 13-11)

S_0= 65.4 mph (Exhibit 13-11)

S = 62.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7170*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2554*	pc/h/ln
S	*48.7*	mph
D = v_p / S	*52.4*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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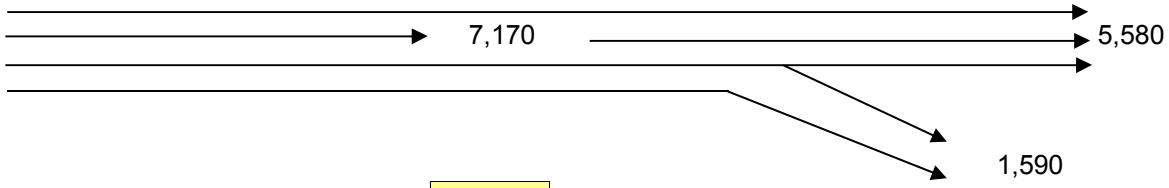
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**7,170**	vph	
	v_r =	**1,590**	vph	
	v_f =	**5,580**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,661**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,690**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,962**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 33.5 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	7,661	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,962	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,690	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5580*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1987*	pc/h/ln
S	*62.8*	mph
D = v_p / S	*31.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	5580	V_D =	1320 veh/h
		Ramp Volume, V_R	1440		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5580	0.95	Level	3	0	0.985	1.00	5962
Ramp	1440	0.92	Level	2	0	0.990	1.00	1581
UpStream								
DownStream	1320	0.92	Level	2	0	0.990	1.00	1449

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.538 using Equation (Exhibit 13-7)

V_{12} = 3939 pc/h

V_3 or V_{av34} 2023 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5962	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4381	Exhibit 13-8	7200	No
V_R	1581	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3939	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.3 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.440 (Exhibit 13-12)

S_R= 57.7 mph (Exhibit 13-12)

S_0= 72.8 mph (Exhibit 13-12)

S = 62.0 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4140*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1474*	pc/h/ln
S	*69.1*	mph
D = v_p / S	*21.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1440 veh/h	Freeway Volume, V_F	4140	V_D =	veh/h
		Ramp Volume, V_R	1320		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4140	0.95	Level	3	0	0.985	1.00	4423
Ramp	1320	0.92	Level	2	0	0.990	1.00	1449
UpStream	1440	0.92	Level	2	0	0.990	1.00	1581
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2002.41 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2703 pc/h

V_3 or V_{av34} 1720 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2703 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5872	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4152	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 29.7 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.449 (Exibit 13-11)

S_R= 57.4 mph (Exhibit 13-11)

S_0= 65.6 mph (Exhibit 13-11)

S = 59.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5460*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1945*	pc/h/ln
S	*63.6*	mph
D = v_p / S	*30.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4440	0.95	3	0	1.5	1.2	0.985	1.00	4744
V_{RF}	1210	0.92	2	0	1.5	1.2	0.990	1.00	1328
V_{FR}	1020	0.92	2	0	1.5	1.2	0.990	1.00	1120
V_{RR}	260	0.92	2	0	1.5	1.2	0.990	1.00	285
V_{NW}	7192							V =	7477
V_W	285								
VR	0.038								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	855 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1481 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3293 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4774 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2316

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7381 veh/h	Weaving intensity factor, W	0.233
Weaving segment capacity, c_w	9013 veh/h	Weaving segment speed, S	55.0 mph
Weaving segment v/c ratio	0.819	Average weaving speed, S_W	59.6 mph
Weaving segment density, D	34.0 pc/mi/ln	Average non-weaving speed, S_{NW}	54.9 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	6081 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5650*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1517*	pc/h/ln
S	*68.8*	mph
D = v_p / S	*22.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 1-Bet Hillsboro & Palmetto*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4870*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f_{LW}		mph
Number of Lanes, N	*4*		f_{LC}		mph
Total Ramp Density, TRD		ramps/mi	TRD Adjustment		mph
FFS (measured)	*70.0*	mph	FFS	*70.0*	mph
Base free-flow Speed, BFFS		mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1301*	pc/h/ln	Design LOS	
S	*69.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*18.6*	pc/mi/ln	S	mph
LOS	*C*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3585	0.95	3	0	1.5	1.2	0.985	1.00	3830
V_{RF}	1265	0.92	2	0	1.5	1.2	0.990	1.00	1389
V_{FR}	1285	0.92	2	0	1.5	1.2	0.990	1.00	1411
V_{RR}	145	0.92	2	0	1.5	1.2	0.990	1.00	159
V_{NW}	6630							V =	6789
V_W	159								
VR	0.023								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	477 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1145 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3167 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4312 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2413

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6704 veh/h	Weaving intensity factor, W	0.195
Weaving segment capacity, c_w	9233 veh/h	Weaving segment speed, S	58.5 mph
Weaving segment v/c ratio	0.726	Average weaving speed, S_W	61.0 mph
Weaving segment density, D	29.0 pc/mi/ln	Average non-weaving speed, S_{NW}	58.4 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5944 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4850*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1727*	pc/h/ln
S	*66.8*	mph
D = v_p / S	*25.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	1200 ft
V_u =	veh/h	Freeway Volume, V_F	4850	V_D =	1640 veh/h
		Ramp Volume, V_R	1420		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4850	0.95	Level	3	0	0.985	1.00	5182
Ramp	1420	0.92	Level	2	0	0.990	1.00	1559
UpStream								
DownStream	1640	0.92	Level	2	0	0.990	1.00	1800

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.559 using Equation (Exhibit 13-7)

V_{12} = 3583 pc/h

V_3 or V_{av34} 1599 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5182	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3623	Exhibit 13-8	7200	No
V_R	1559	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3583	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 33.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.438 (Exhibit 13-12)

S_R= 57.7 mph (Exhibit 13-12)

S_0= 74.5 mph (Exhibit 13-12)

S = 62.0 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3430*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1222*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*17.5*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1420 veh/h	Freeway Volume, V_F	3430	V_D =	veh/h
		Ramp Volume, V_R	1640		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3430	0.95	Level	3	0	0.985	1.00	3665
Ramp	1640	0.92	Level	2	0	0.990	1.00	1800
UpStream	1420	0.92	Level	2	0	0.990	1.00	1559
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1870.91 (Equation 13-6 or 13-7)

P_{FM} = 0.566 using Equation (Exhibit 13-6)

V_{12} = 2074 pc/h

V_3 or V_{av34} 1591 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2094 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5465	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3894	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 28.1 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.403 (Exibit 13-11)

S_R= 58.7 mph (Exhibit 13-11)

S_0= 66.1 mph (Exhibit 13-11)

S = 60.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5070*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1806*	pc/h/ln
S	*65.7*	mph
D = v_p / S	*27.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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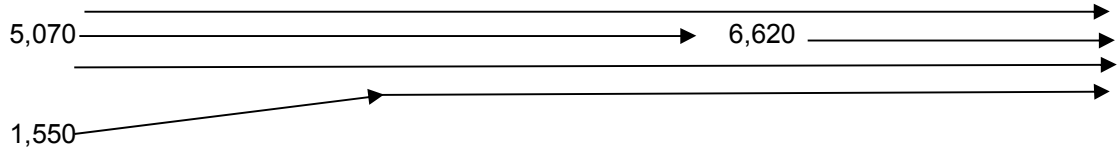
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**6,620**	vph	
	v_r =	**1,550**	vph	
	v_f =	**5,070**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,073**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,648**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,417**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	**Capacity Check (see Exhibits 25-3 and 25-7):**	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	7,073	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,417	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,648	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6620*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1768*	pc/h/ln
S	*66.3*	mph
D = v_p / S	*26.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1550 veh/h	Freeway Volume, V_F	6620	V_D =	veh/h
		Ramp Volume, V_R	950		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6620	0.95	Level	3	0	0.985	1.00	7073
Ramp	950	0.92	Level	2	0	0.990	1.00	1043
UpStream	1550	0.92	Level	2	0	0.990	1.00	1702
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3672 pc/h

V_3 or V_{av34} 1700 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7073	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	6030	Exhibit 13-8	9600	No
V_R	1043	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3672	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.3 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.392 (Exhibit 13-12)

S_R= 59.0 mph (Exhibit 13-12)

S_0= 74.8 mph (Exhibit 13-12)

S = 64.9 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5670*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1514*	pc/h/ln
S	*68.9*	mph
D = v_p / S	*22.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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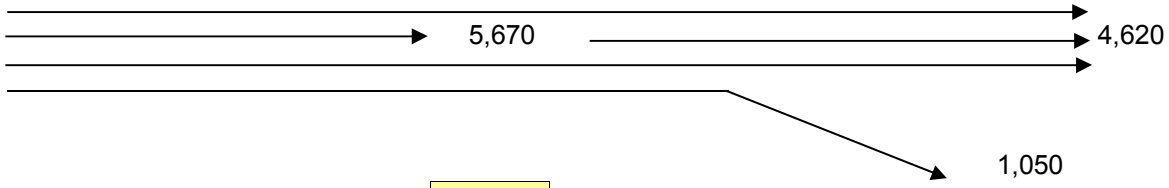
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**5,670**	vph	
	v_r =	**1,050**	vph	
	v_f =	**4,620**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,058**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,116**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,936**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 26.5 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,058	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	4,936	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,116	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4620*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1645*	pc/h/ln
S	*67.7*	mph
D = v_p / S	*24.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3915	0.95	3	0	1.5	1.2	0.985	1.00	4183
V_{RF}	1970	0.92	2	0	1.5	1.2	0.990	1.00	2163
V_{FR}	705	0.92	2	0	1.5	1.2	0.990	1.00	774
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4183							V =	7120
V_W	2937								
VR	0.412								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	893

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7029 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5732 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.226	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6822 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 1-Bet Hillsboro & Palmetto*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5150*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1376*	pc/h/ln
S	*69.6*	mph
D = v_p / S	*19.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4010	0.95	3	0	1.5	1.2	0.985	1.00	4284
V_{RF}	1460	0.92	2	0	1.5	1.2	0.990	1.00	1603
V_{FR}	1140	0.92	2	0	1.5	1.2	0.990	1.00	1252
V_{RR}	130	0.92	2	0	1.5	1.2	0.990	1.00	143
V_{NW}	7139							V =	7282
V_W	143								
VR	0.020								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	429 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1097 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3281 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4378 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2599

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7189 veh/h	Weaving intensity factor, W	0.197
Weaving segment capacity, c_w	9245 veh/h	Weaving segment speed, S	58.2 mph
Weaving segment v/c ratio	0.778	Average weaving speed, S_W	60.9 mph
Weaving segment density, D	31.3 pc/mi/ln	Average non-weaving speed, S_{NW}	58.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5909 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*		From/To	*Seg 3-Bet Off & On Ramp*
Date Performed			Jurisdiction	
Analysis Time Period	*PM*		Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5470*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1948*	pc/h/ln
S	*63.5*	mph
D = v_p / S	*30.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp			Downstream Adj Ramp	
☐ Yes	☐ On	Freeway Number of Lanes, N: 3	☑ Yes	☑ On
☑ No	☐ Off	Ramp Number of Lanes, N: 1	☐ No	☐ Off
L_{up} =	ft	Acceleration Lane Length, L_A:	L_{down} =	1200 ft
V_u =	veh/h	Deceleration Lane Length L_D: 200	V_D =	1720 veh/h
		Freeway Volume, V_F: 5470		
		Ramp Volume, V_R: 1500		
		Freeway Free-Flow Speed, S_{FF}: 70.0		
		Ramp Free-Flow Speed, S_{FR}: 45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5470	0.95	Level	3	0	0.985	1.00	5844
Ramp	1500	0.92	Level	2	0	0.990	1.00	1647
UpStream								
DownStream	1720	0.92	Level	2	0	0.990	1.00	1888

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.538 using Equation (Exhibit 13-7)

V_{12} = 3906 pc/h

V_3 or V_{av34} 1938 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5844	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4197	Exhibit 13-8	7200	No
V_R	1647	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3906	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.0 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.446 (Exhibit 13-12)

S_R= 57.5 mph (Exhibit 13-12)

S_0= 73.1 mph (Exhibit 13-12)

S = 61.9 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3970*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1414*	pc/h/ln
S	*69.5*	mph
D = v_p / S	*20.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1500 veh/h	Freeway Volume, V_F	3970	V_D =	veh/h
		Ramp Volume, V_R	1720		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3970	0.95	Level	3	0	0.985	1.00	4242
Ramp	1720	0.92	Level	2	0	0.990	1.00	1888
UpStream	1500	0.92	Level	2	0	0.990	1.00	1647
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2013.22 (Equation 13-6 or 13-7)

P_{FM} = 0.557 using Equation (Exhibit 13-6)

V_{12} = 2363 pc/h

V_3 or V_{av34} 1879 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2424 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6130	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4312	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 31.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.502 (Exibit 13-11)

S_R= 55.9 mph (Exhibit 13-11)

S_0= 65.3 mph (Exhibit 13-11)

S = 58.4 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5690*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2026*	pc/h/ln
S	*62.1*	mph
D = v_p / S	*32.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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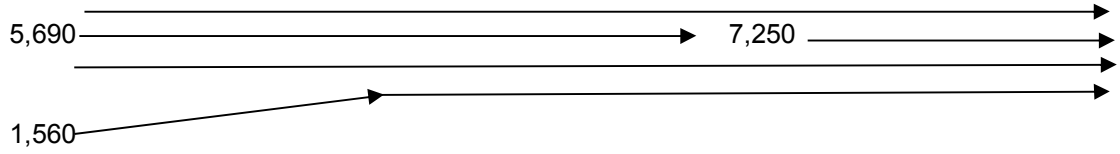
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**7,250**	vph	
	v_r =	**1,560**	vph	
	v_f =	**5,690**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,746**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,659**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**6,079**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	7,746	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	6,079	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,659	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7250*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1937*	pc/h/ln
S	*63.7*	mph
D = v_p / S	*30.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1560 veh/h	Freeway Volume, V_F	7250	V_D =	veh/h
		Ramp Volume, V_R	770		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	7250	0.95	Level	3	0	0.985	1.00	7746
Ramp	770	0.92	Level	2	0	0.990	1.00	845
UpStream	1560	0.92	Level	2	0	0.990	1.00	1713
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3854 pc/h

V_3 or V_{av34} 1946 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7746	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	6901	Exhibit 13-8	9600	No
V_R	845	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3854	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 38.0 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.374 (Exhibit 13-12)

S_R= 59.5 mph (Exhibit 13-12)

S_0= 73.9 mph (Exhibit 13-12)

S = 65.3 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6480*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1731*	pc/h/ln
S	*66.7*	mph
D = v_p / S	*25.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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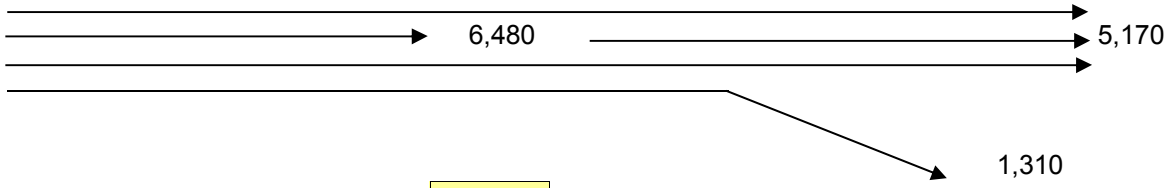
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 1**



	PHF =	**0.95**		
	v_{fr} =	**6,480**	vph	
	v_r =	**1,310**	vph	
	v_f =	**5,170**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,923**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,393**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,524**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 30.3 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,923	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,524	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,393	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*		From/To	*Seg 13-Bet Off & On Ramps*
Date Performed			Jurisdiction	
Analysis Time Period	*PM*		Analysis Year	*2040 Build 1*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5170*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1841*	pc/h/ln
S	*65.2*	mph
D = v_p / S	*28.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2040 Build 1

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4430	0.95	3	0	1.5	1.2	0.985	1.00	4733
V_{RF}	1580	0.92	2	0	1.5	1.2	0.990	1.00	1735
V_{FR}	740	0.92	2	0	1.5	1.2	0.990	1.00	812
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4733							V =	7280
V_W	2547								
VR	0.350								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	1055

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7185 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6758 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.063	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6125 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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APPENDIX L

2020 & 2040 Build 1 Synchro Intersection Analysis

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	2168	321	1457	495	98	147	196	22	22	22
v/c Ratio	0.89	0.68	0.90	0.51	0.44	0.28	0.77	0.38	0.31	0.30	0.06
Control Delay	102.0	23.3	103.6	20.9	4.4	75.1	102.7	8.1	94.0	93.2	0.3
Queue Delay	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.0	23.3	103.6	21.3	4.6	75.1	102.7	8.1	94.0	93.2	0.3
Queue Length 50th (ft)	320	570	199	285	47	56	172	0	27	27	0
Queue Length 95th (ft)	#473	723	#295	496	133	85	247	67	63	63	0
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	331	3187	356	2859	1254	610	331	514	252	259	387
Starvation Cap Reductn	0	0	0	732	225	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.68	0.90	0.69	0.48	0.16	0.44	0.38	0.09	0.08	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1830	165	295	1340	455	90	135	180	30	10	20
Future Volume (vph)	255	1830	165	295	1340	455	90	135	180	30	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1770	5022		3433	5085	1583	3433	1863	1583	1681	1726	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1770	5022		3433	5085	1583	3433	1863	1583	1681	1726	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1989	179	321	1457	495	98	147	196	33	11	22
RTOR Reduction (vph)	0	4	0	0	0	107	0	0	158	0	0	17
Lane Group Flow (vph)	277	2164	0	321	1457	388	98	147	38	22	22	5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	29.5	112.0		16.7	99.2	106.9	18.6	18.6	35.3	7.7	7.7	37.2
Effective Green, g (s)	31.5	114.0		18.7	101.2	110.9	18.6	18.6	35.3	7.7	7.7	37.2
Actuated g/C Ratio	0.18	0.63		0.10	0.56	0.62	0.10	0.10	0.20	0.04	0.04	0.21
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	309	3180		356	2858	975	354	192	310	71	73	327
v/s Ratio Prot	c0.16	c0.43		0.09	0.29	c0.02	0.03	c0.08	0.01	0.01	0.01	0.00
v/s Ratio Perm						0.22			0.01			0.00
v/c Ratio	0.90	0.68		0.90	0.51	0.40	0.28	0.77	0.12	0.31	0.30	0.01
Uniform Delay, d1	72.7	21.3		79.7	24.2	17.6	74.5	78.6	59.6	83.6	83.5	56.8
Progression Factor	1.00	1.00		0.99	0.80	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.0	1.2		22.1	0.6	0.1	0.2	15.0	0.1	0.9	0.8	0.0
Delay (s)	98.6	22.5		101.2	19.9	8.3	74.6	93.6	59.7	84.5	84.4	56.8
Level of Service	F	C		F	B	A	E	F	E	F	F	E
Approach Delay (s)		31.1			28.9			74.3			75.2	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1413	779	1505	542	742
v/c Ratio	0.28	0.49	0.51	0.83	0.72
Control Delay	0.1	2.7	15.9	62.1	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	2.7	15.9	62.1	52.1
Queue Length 50th (ft)	0	38	378	581	427
Queue Length 95th (ft)	0	62	435	653	448
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2947	889	1401
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.49	0.51	0.61	0.53

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1300	740	0	1385	0	515	0	705	0	0
Future Volume (vph)	0	1300	740	0	1385	0	515	0	705	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1413	779	0	1505	0	542	0	742	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1413	779	0	1505	0	542	0	742	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		180.0	180.0		102.3		64.7		64.7		
Effective Green, g (s)		180.0	180.0		104.3		66.7		66.7		
Actuated g/C Ratio		1.00	1.00		0.58		0.37		0.37		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2946		655		1032		
v/s Ratio Prot		0.28			0.30		c0.31		0.27		
v/s Ratio Perm			c0.49								
v/c Ratio		0.28	0.49		0.51		0.83		0.72		
Uniform Delay, d1		0.0	0.0		22.6		51.4		48.6		
Progression Factor		1.00	1.00		0.64		1.00		1.00		
Incremental Delay, d2		0.1	0.8		0.6		8.3		2.3		
Delay (s)		0.1	0.8		15.0		59.7		50.9		
Level of Service		A	A		B		E		D		
Approach Delay (s)		0.4			15.0			54.6		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1364	1549	772	641	758
v/c Ratio	0.47	0.54	0.49	0.36	0.73
Control Delay	9.1	7.2	1.4	21.1	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	7.2	1.4	21.1	27.3
Queue Length 50th (ft)	106	124	2	92	194
Queue Length 95th (ft)	243	m163	m0	110	242
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2886	2886	1568	2106	1205
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.54	0.49	0.30	0.63

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1255	0	0	1425	710	590	0	720	0	0	0
Future Volume (vph)	0	1255	0	0	1425	710	590	0	720	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1364	0	0	1549	772	641	0	758	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	32	0	0	0
Lane Group Flow (vph)	0	1364	0	0	1549	772	641	0	726	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		49.1			49.1	90.0	30.4		30.4			
Effective Green, g (s)		51.1			51.1	90.0	32.4		32.4			
Actuated g/C Ratio		0.57			0.57	1.00	0.36		0.36			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2887			2887	1568	1796		1003			
v/s Ratio Prot		0.27			c0.30		0.13		c0.26			
v/s Ratio Perm						0.49						
v/c Ratio		0.47			0.54	0.49	0.36		0.72			
Uniform Delay, d1		11.5			12.1	0.0	21.1		24.9			
Progression Factor		0.71			0.54	1.00	1.00		1.00			
Incremental Delay, d2		0.5			0.3	0.5	0.1		2.6			
Delay (s)		8.6			6.9	0.5	21.3		27.5			
Level of Service		A			A	A	C		C			
Approach Delay (s)		8.6			4.8			24.7			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	1717	114	76	1902	435	87	147	33	5	71
v/c Ratio	0.96	0.51	0.10	0.60	0.68	1.76	0.35	0.43	0.40	0.08	0.32
Control Delay	106.7	14.2	1.5	100.5	30.4	395.7	76.5	13.6	80.1	87.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.7	14.2	1.5	100.5	30.4	395.7	76.5	13.6	80.1	87.0	3.8
Queue Length 50th (ft)	393	277	4	88	578	~697	96	0	33	6	0
Queue Length 95th (ft)	#587	368	19	150	630	#924	160	72	70	22	0
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	331	3393	1099	149	2792	247	558	577	82	393	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.51	0.10	0.51	0.68	1.76	0.16	0.25	0.40	0.01	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1580	105	70	1670	80	400	80	135	30	5	65
Future Volume (vph)	290	1580	105	70	1670	80	400	80	135	30	5	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5050		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5050		767	1863	1583	1305	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	1717	114	76	1815	87	435	87	147	33	5	71
RTOR Reduction (vph)	0	0	39	0	2	0	0	0	127	0	0	68
Lane Group Flow (vph)	315	1717	75	76	1900	0	435	87	20	33	5	3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	31.5	117.0	117.0	10.8	96.3		33.2	24.0	24.0	10.4	7.2	7.2
Effective Green, g (s)	33.5	119.0	119.0	12.8	98.3		33.2	24.0	24.0	10.4	7.2	7.2
Actuated g/C Ratio	0.19	0.66	0.66	0.07	0.55		0.18	0.13	0.13	0.06	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	329	3361	1046	125	2757		252	248	211	83	74	63
v/s Ratio Prot	c0.18	0.34		0.04	c0.38		c0.19	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.13		0.01	0.02		0.00
v/c Ratio	0.96	0.51	0.07	0.61	0.69		1.73	0.35	0.09	0.40	0.07	0.05
Uniform Delay, d1	72.5	15.6	10.9	81.2	29.7		71.1	70.9	68.4	81.4	83.2	83.1
Progression Factor	0.99	0.90	1.27	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	34.5	0.5	0.1	5.6	1.4		343.0	0.3	0.1	1.1	0.1	0.1
Delay (s)	106.4	14.5	13.9	86.8	31.2		414.1	71.2	68.5	82.6	83.3	83.2
Level of Service	F	B	B	F	C		F	E	E	F	F	F
Approach Delay (s)		27.9			33.3			293.5			83.0	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	67.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: S Military Trail & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	2413	109	332	1516	326	201	870	630	478	598	310
v/c Ratio	1.03	1.11	0.12	0.83	0.96	0.35	0.76	1.23	1.12	1.22	0.71	0.20
Control Delay	122.6	97.9	1.1	75.0	56.9	4.6	86.7	162.5	105.7	174.2	57.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.6	97.9	1.1	75.0	56.9	4.6	86.7	162.5	105.7	174.2	57.8	0.3
Queue Length 50th (ft)	~184	~986	0	169	741	38	101	~550	~463	~295	284	0
Queue Length 95th (ft)	#288	#1072	12	#239	#916	86	#159	#685	#708	#411	355	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	331	2169	908	400	1580	934	263	710	560	391	842	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	1.11	0.12	0.83	0.96	0.35	0.76	1.23	1.13	1.22	0.71	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	2220	100	305	1395	300	185	800	580	440	550	285
Future Volume (vph)	315	2220	100	305	1395	300	185	800	580	440	550	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	2413	109	332	1516	326	201	870	630	478	598	310
RTOR Reduction (vph)	0	0	54	0	0	65	0	0	54	0	0	0
Lane Group Flow (vph)	342	2413	55	332	1516	261	201	870	576	478	598	310
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	12.5	62.0	71.5	15.5	65.0	80.1	9.5	28.1	43.6	15.1	33.7	150.0
Effective Green, g (s)	14.5	64.0	75.5	17.5	67.0	84.1	11.5	30.1	47.6	17.1	35.7	150.0
Actuated g/C Ratio	0.10	0.43	0.50	0.12	0.45	0.56	0.08	0.20	0.32	0.11	0.24	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	331	2169	796	400	1580	887	263	710	502	391	842	1583
v/s Ratio Prot	0.10	c0.47	0.01	0.10	0.43	0.03	0.06	c0.25	c0.13	c0.14	0.17	
v/s Ratio Perm			0.03			0.13			0.23			c0.20
v/c Ratio	1.03	1.11	0.07	0.83	0.96	0.29	0.76	1.23	1.15	1.22	0.71	0.20
Uniform Delay, d1	67.8	43.0	19.2	64.8	40.2	17.3	67.9	59.9	51.2	66.5	52.4	0.0
Progression Factor	1.00	1.00	1.00	0.90	1.07	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	58.3	57.8	0.0	11.9	14.1	0.1	11.2	113.7	87.5	121.0	2.8	0.3
Delay (s)	126.1	100.8	19.2	70.1	57.0	12.1	79.2	173.7	138.7	187.5	55.2	0.3
Level of Service	F	F	B	E	E	B	E	F	F	F	E	A
Approach Delay (s)		100.7			52.3			149.6			88.6	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	95.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	104.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	304	2679	538	391	2033	359	141	141
v/c Ratio	0.64	0.74	0.47	0.64	0.42	0.31	0.21	0.34
Control Delay	34.1	6.2	2.6	31.9	3.0	2.3	7.6	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	6.2	2.6	31.9	3.0	2.3	7.6	9.8
Queue Length 50th (ft)	93	187	42	102	59	23	1	1
Queue Length 95th (ft)	m82	m106	m33	m113	m60	m27	21	22
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	493	3631	1149	640	4815	1162	687	430
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.74	0.47	0.61	0.42	0.31	0.21	0.33

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	2465	495	360	1870	330	0	0	130	0	0	130
Future Volume (vph)	280	2465	495	360	1870	330	0	0	130	0	0	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	2679	538	391	2033	359	0	0	141	0	0	141
RTOR Reduction (vph)	0	0	19	0	0	17	0	0	111	0	0	116
Lane Group Flow (vph)	304	2679	519	391	2033	342	0	0	30	0	0	25
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	8.6	51.6	51.6	11.4	54.4	54.4			11.4			8.6
Effective Green, g (s)	10.6	53.6	53.6	13.4	56.4	56.4			11.4			8.6
Actuated g/C Ratio	0.14	0.71	0.71	0.18	0.75	0.75			0.15			0.11
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	475	3634	1131	613	4818	1146			548			301
v/s Ratio Prot	0.09	c0.53		c0.11	0.32				0.01			0.01
v/s Ratio Perm			0.33			0.22						
v/c Ratio	0.64	0.74	0.46	0.64	0.42	0.30			0.05			0.08
Uniform Delay, d1	30.4	6.5	4.5	28.6	3.4	3.0			27.2			29.7
Progression Factor	1.10	0.91	0.59	1.00	0.82	0.76			1.00			1.00
Incremental Delay, d2	0.2	0.1	0.0	1.3	0.2	0.5			0.0			0.0
Delay (s)	33.7	5.9	2.7	29.8	3.0	2.7			27.2			29.7
Level of Service	C	A	A	C	A	A			C			C
Approach Delay (s)		7.8			6.7			27.2			29.7	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2130	668	616	1848	337	905
v/c Ratio	0.97	0.42	0.64	0.58	0.31	1.02
Control Delay	46.1	0.6	23.0	7.0	39.7	86.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	46.1	0.6	23.0	7.2	39.7	86.1
Queue Length 50th (ft)	450	0	138	219	128	~533
Queue Length 95th (ft)	#570	0	208	204	172	#679
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	2192	1583	970	3169	1089	884
Starvation Cap Reductn	0	0	0	400	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.42	0.64	0.67	0.31	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱↱
Traffic Volume (vph)	0	1960	635	585	1700	0	0	0	0	320	0	860
Future Volume (vph)	0	1960	635	585	1700	0	0	0	0	320	0	860
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2130	668	616	1848	0	0	0	0	337	0	905
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2130	668	616	1848	0	0	0	0	337	0	905
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		41.6	150.0	38.0	91.5					45.6		45.6
Effective Green, g (s)		43.6	150.0	42.0	89.1					47.6		47.6
Actuated g/C Ratio		0.29	1.00	0.28	0.59					0.32		0.32
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2192	1583	961	3020					1089		884
v/s Ratio Prot		c0.28		c0.18	c0.36					0.10		
v/s Ratio Perm			0.42									c0.32
v/c Ratio		0.97	0.42	0.64	0.61					0.31		1.02
Uniform Delay, d1		52.6	0.0	47.4	19.4					38.8		51.2
Progression Factor		0.67	1.00	0.79	0.37					1.00		1.00
Incremental Delay, d2		10.6	0.6	1.4	0.4					0.1		36.4
Delay (s)		45.7	0.6	38.9	7.6					38.8		87.6
Level of Service		D	A	D	A					D		F
Approach Delay (s)		34.9			15.4			0.0			74.4	
Approach LOS		C			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	35.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1185	1253	1777	284	684	442
v/c Ratio	0.38	0.45	0.32	0.18	0.69	0.61
Control Delay	4.3	7.8	4.2	0.2	59.7	58.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	7.8	4.2	0.2	59.7	58.9
Queue Length 50th (ft)	101	350	63	0	222	175
Queue Length 95th (ft)	m113	m375	86	0	270	225
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3105	2787	5587	1583	998	722
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.45	0.32	0.18	0.69	0.61

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1090	1190	0	1635	270	650	0	420	0	0	0
Future Volume (vph)	0	1090	1190	0	1635	270	650	0	420	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1185	1253	0	1777	284	684	0	442	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1185	1253	0	1777	284	684	0	442	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		87.2	150.0		109.2	150.0	28.0		28.0			
Effective Green, g (s)		91.2	150.0		111.2	150.0	30.0		30.0			
Actuated g/C Ratio		0.61	1.00		0.74	1.00	0.20		0.20			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3091	2787		5592	1583	998		722			
v/s Ratio Prot		0.23			0.24		c0.14		0.12			
v/s Ratio Perm			c0.45			0.18						
v/c Ratio		0.38	0.45		0.32	0.18	0.69		0.61			
Uniform Delay, d1		15.0	0.0		6.6	0.0	55.6		54.7			
Progression Factor		0.51	1.00		0.62	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.2	2.0		1.6			
Delay (s)		7.6	0.2		4.1	0.2	57.7		56.3			
Level of Service		A	A		A	A	E		E			
Approach Delay (s)		3.8			3.5			57.1			0.0	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	1163	272	103	1549	87	217	141	130	239	163	304
v/c Ratio	0.67	0.51	0.32	0.38	0.75	0.11	0.68	0.38	0.29	0.67	0.70	0.64
Control Delay	45.8	18.5	6.0	37.0	22.2	0.3	32.8	34.1	1.6	30.7	48.6	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	18.5	6.0	37.0	22.2	0.3	32.8	34.1	1.6	30.7	48.6	10.2
Queue Length 50th (ft)	51	169	31	23	225	0	77	32	0	85	73	0
Queue Length 95th (ft)	76	187	52	46	281	0	#138	58	0	147	#148	60
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	311	2260	854	274	2065	770	329	401	462	374	255	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.51	0.32	0.38	0.75	0.11	0.66	0.35	0.28	0.64	0.64	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1070	250	95	1425	80	200	130	120	220	150	280
Future Volume (vph)	190	1070	250	95	1425	80	200	130	120	220	150	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.65	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1218	3539	1583	1050	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1163	272	103	1549	87	217	141	130	239	163	304
RTOR Reduction (vph)	0	0	156	0	0	53	0	0	116	0	0	266
Lane Group Flow (vph)	207	1163	116	103	1549	34	217	141	14	239	163	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	6.0	30.0	30.0	3.2	27.2	27.2	16.2	8.0	8.0	19.0	9.4	9.4
Effective Green, g (s)	8.0	32.0	32.0	5.2	29.2	29.2	16.2	8.0	8.0	19.0	9.4	9.4
Actuated g/C Ratio	0.11	0.43	0.43	0.07	0.39	0.39	0.22	0.11	0.11	0.25	0.13	0.13
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	366	2169	675	238	1979	616	323	377	168	358	233	198
v/s Ratio Prot	0.06	c0.23		0.03	c0.30		0.07	0.04		c0.09	c0.09	
v/s Ratio Perm			0.07			0.02	0.07		0.01	0.08		0.02
v/c Ratio	0.57	0.54	0.17	0.43	0.78	0.05	0.67	0.37	0.08	0.67	0.70	0.19
Uniform Delay, d1	31.8	16.0	13.3	33.5	20.1	14.3	26.3	31.2	30.2	24.2	31.4	29.4
Progression Factor	1.08	1.12	3.32	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.9	0.5	0.5	3.2	0.2	4.3	0.2	0.1	3.6	7.2	0.2
Delay (s)	35.6	18.7	44.7	33.9	23.3	14.5	30.6	31.4	30.3	27.8	38.7	29.6
Level of Service	D	B	D	C	C	B	C	C	C	C	D	C
Approach Delay (s)		25.2			23.5			30.7			31.1	
Approach LOS		C			C			C			C	

Intersection Summary					
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.76				
Actuated Cycle Length (s)	75.0	Sum of lost time (s)		20.2	
Intersection Capacity Utilization	69.1%	ICU Level of Service		C	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2299	152	1821	147	190
v/c Ratio	0.54	0.64	0.48	0.68	0.53
Control Delay	17.1	62.0	1.6	65.1	11.8
Queue Delay	0.0	1.4	0.1	0.0	0.0
Total Delay	17.1	63.4	1.7	65.1	11.8
Queue Length 50th (ft)	257	84	27	111	0
Queue Length 95th (ft)	325	#155	27	170	64
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4265	236	3824	545	619
Starvation Cap Reductn	0	18	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.70	0.54	0.27	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2010	105	140	1675	135	175
Future Volume (vph)	2010	105	140	1675	135	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7488		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7488		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2185	114	152	1821	147	190
RTOR Reduction (vph)	5	0	0	0	0	167
Lane Group Flow (vph)	2294	0	152	1821	147	23
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.2		14.0	88.2	14.8	14.8
Effective Green, g (s)	68.2		16.0	90.2	14.8	14.8
Actuated g/C Ratio	0.57		0.13	0.75	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4255		236	3822	218	195
v/s Ratio Prot	c0.31		c0.09	0.36	c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.54		0.64	0.48	0.67	0.12
Uniform Delay, d1	16.1		49.3	5.8	50.3	46.8
Progression Factor	1.00		1.00	0.20	1.00	1.00
Incremental Delay, d2	0.1		4.1	0.0	6.3	0.1
Delay (s)	16.2		53.6	1.2	56.6	46.9
Level of Service	B		D	A	E	D
Approach Delay (s)	16.2			5.2	51.1	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	92	2283	1810	82	250	163
v/c Ratio	0.70	0.47	0.45	0.08	0.59	0.49
Control Delay	63.6	2.4	9.8	1.4	55.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	2.4	9.8	1.4	55.0	13.2
Queue Length 50th (ft)	70	26	182	2	95	5
Queue Length 95th (ft)	#153	43	251	m5	130	64
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4818	4017	1023	1058	595
Starvation Cap Reductn	0	529	0	0	0	0
Spillback Cap Reductn	0	0	14	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.53	0.45	0.08	0.24	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	2100	1665	75	230	150
Future Volume (vph)	85	2100	1665	75	230	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	2283	1810	82	250	163
RTOR Reduction (vph)	0	0	0	31	0	137
Lane Group Flow (vph)	92	2283	1810	51	250	26
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	88.2	73.2	73.2	14.8	14.8
Effective Green, g (s)	9.0	90.2	75.2	75.2	14.8	14.8
Actuated g/C Ratio	0.08	0.75	0.63	0.63	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4816	4015	992	423	195
v/s Ratio Prot	c0.05	c0.36	0.28		c0.07	
v/s Ratio Perm				0.03		0.02
v/c Ratio	0.70	0.47	0.45	0.05	0.59	0.13
Uniform Delay, d1	54.2	5.7	11.7	8.6	49.7	46.9
Progression Factor	0.72	0.34	0.78	0.55	1.00	1.00
Incremental Delay, d2	10.6	0.0	0.0	0.0	1.5	0.1
Delay (s)	49.6	2.0	9.1	4.8	51.2	47.0
Level of Service	D	A	A	A	D	D
Approach Delay (s)		3.8	8.9		49.6	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1554	947	1391	442	484
v/c Ratio	0.43	0.60	0.48	0.52	0.70
Control Delay	5.3	7.8	7.1	21.9	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	7.8	7.1	21.9	26.7
Queue Length 50th (ft)	74	244	109	70	89
Queue Length 95th (ft)	124	360	144	108	138
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3650	1583	2897	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.60	0.48	0.50	0.67

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1430	900	0	1280	0	420	0	460	0	0
Future Volume (vph)	0	1430	900	0	1280	0	420	0	460	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1554	947	0	1391	0	442	0	484	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1554	947	0	1391	0	442	0	484	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		32.2	60.0		32.2		12.8		12.8		
Effective Green, g (s)		34.2	60.0		34.2		14.8		14.8		
Actuated g/C Ratio		0.57	1.00		0.57		0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3652	1583		2898		846		687		
v/s Ratio Prot		0.24			0.27		0.13		0.17		
v/s Ratio Perm			c0.60								
v/c Ratio		0.43	0.60		0.48		0.52		0.70		
Uniform Delay, d1		7.3	0.0		7.6		19.5		20.6		
Progression Factor		0.67	1.00		0.85		1.00		1.00		
Incremental Delay, d2		0.3	1.5		0.5		0.4		3.1		
Delay (s)		5.2	1.5		6.9		20.0		23.7		
Level of Service		A	A		A		B		C		
Approach Delay (s)		3.8			6.9			21.9		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1130	1848	463	495	358
v/c Ratio	0.38	0.62	0.29	0.63	0.56
Control Delay	5.2	4.7	0.2	24.7	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	4.7	0.2	24.7	24.0
Queue Length 50th (ft)	81	90	0	81	64
Queue Length 95th (ft)	56	m145	m0	124	104
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2984	2984	1583	829	673
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.62	0.29	0.60	0.53

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1040	0	0	1700	440	470	0	340	0	0
Future Volume (vph)	0	1040	0	0	1700	440	470	0	340	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1130	0	0	1848	463	495	0	358	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1130	0	0	1848	463	495	0	358	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		33.2			33.2	60.0	11.8		11.8		
Effective Green, g (s)		35.2			35.2	60.0	13.8		13.8		
Actuated g/C Ratio		0.59			0.59	1.00	0.23		0.23		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2983			2983	1583	789		641		
v/s Ratio Prot		0.22			c0.36		c0.14		0.13		
v/s Ratio Perm						0.29					
v/c Ratio		0.38			0.62	0.29	0.63		0.56		
Uniform Delay, d1		6.6			8.1	0.0	20.8		20.4		
Progression Factor		0.72			0.51	1.00	1.00		1.00		
Incremental Delay, d2		0.3			0.5	0.2	1.4		0.8		
Delay (s)		5.1			4.6	0.2	22.1		21.3		
Level of Service		A			A	A	C		C		
Approach Delay (s)		5.1			3.7			21.8		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	386	1114	49	1669	212	217	65	92	212	516
v/c Ratio	0.91	0.48	0.43	0.87	0.66	0.44	0.12	0.29	0.43	0.97
Control Delay	70.8	17.7	66.2	40.1	42.8	39.6	0.5	29.2	39.4	63.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	17.7	66.2	40.1	42.8	39.6	0.5	29.2	39.4	63.9
Queue Length 50th (ft)	147	203	37	437	117	138	0	47	135	293
Queue Length 95th (ft)	#243	263	79	505	183	214	0	86	209	#517
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	425	2311	116	1927	323	507	543	320	507	543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.48	0.42	0.87	0.66	0.43	0.12	0.29	0.42	0.95

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	910	115	45	1470	65	195	200	60	85	195	475
Future Volume (vph)	355	910	115	45	1470	65	195	200	60	85	195	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4951		1752	5004		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	3400	4951		1752	5004		945	1845	1568	930	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	989	125	49	1598	71	212	217	65	92	212	516
RTOR Reduction (vph)	0	13	0	0	4	0	0	0	48	0	0	114
Lane Group Flow (vph)	386	1101	0	49	1665	0	212	217	17	92	212	402
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.0	52.3		4.8	44.1		36.9	31.9	31.9	36.9	31.9	31.9
Effective Green, g (s)	15.0	54.3		6.8	46.1		36.9	31.9	31.9	36.9	31.9	31.9
Actuated g/C Ratio	0.12	0.45		0.06	0.38		0.31	0.27	0.27	0.31	0.27	0.27
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	425	2240		99	1922		324	490	416	320	490	416
v/s Ratio Prot	c0.11	0.22		0.03	c0.33		c0.03	0.12		0.01	0.11	
v/s Ratio Perm							0.17		0.01	0.08		c0.26
v/c Ratio	0.91	0.49		0.49	0.87		0.65	0.44	0.04	0.29	0.43	0.97
Uniform Delay, d1	51.8	23.1		54.9	34.1		36.5	36.7	32.7	30.5	36.5	43.5
Progression Factor	0.88	0.75		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.1	0.7		1.4	5.6		3.6	0.2	0.0	0.2	0.2	35.0
Delay (s)	66.7	18.0		56.4	39.7		40.0	36.9	32.7	30.7	36.8	78.5
Level of Service	E	B		E	D		D	D	C	C	D	E
Approach Delay (s)		30.6			40.1			37.7			62.4	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	2059	250	2234	54	223	11	332	268	276	337
v/c Ratio	0.42	0.86	1.25	0.93	0.05	0.64	0.06	0.89	0.83	0.84	0.67
Control Delay	67.2	33.8	191.8	26.2	0.1	60.0	47.6	59.8	68.4	69.0	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	33.8	191.8	26.2	0.1	60.0	47.6	59.8	68.4	69.0	17.9
Queue Length 50th (ft)	33	517	~128	405	0	87	8	192	208	215	69
Queue Length 95th (ft)	72	#701	m#213	#785	m0	124	26	#324	306	313	146
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	103	2391	200	2410	1213	915	496	375	378	385	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.86	1.25	0.93	0.04	0.24	0.02	0.89	0.71	0.72	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1765	130	230	2055	50	205	10	305	410	90	310
Future Volume (vph)	40	1765	130	230	2055	50	205	10	305	410	90	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1918	141	250	2234	54	223	11	332	446	98	337
RTOR Reduction (vph)	0	5	0	0	0	17	0	0	74	0	0	144
Lane Group Flow (vph)	43	2054	0	250	2234	37	223	11	258	268	276	193
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	54.9		5.0	54.9	77.8	12.2	12.2	17.2	22.9	22.9	27.9
Effective Green, g (s)	7.0	56.9		7.0	56.9	81.8	12.2	12.2	17.2	22.9	22.9	27.9
Actuated g/C Ratio	0.06	0.47		0.06	0.47	0.68	0.10	0.10	0.14	0.19	0.19	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	103	2386		200	2411	1079	349	189	226	320	327	368
v/s Ratio Prot	0.02	0.41		c0.07	c0.44	0.01	0.06	0.01	c0.05	0.16	c0.16	0.02
v/s Ratio Perm						0.02			0.12			0.10
v/c Ratio	0.42	0.86		1.25	0.93	0.03	0.64	0.06	1.14	0.84	0.84	0.52
Uniform Delay, d1	54.5	28.0		56.5	29.6	6.2	51.8	48.7	51.4	46.8	46.8	40.2
Progression Factor	1.00	1.00		1.19	0.61	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	4.4		139.8	6.0	0.0	2.8	0.0	103.8	16.4	17.1	0.6
Delay (s)	55.5	32.4		206.7	23.9	0.1	54.6	48.8	155.2	63.2	63.9	40.9
Level of Service	E	C		F	C	A	D	D	F	E	E	D
Approach Delay (s)		32.9			41.4			113.5			54.9	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1924	747	1978	574	542
v/c Ratio	0.38	0.47	0.72	0.85	0.51
Control Delay	0.1	0.7	19.4	45.9	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	0.7	19.4	45.9	29.5
Queue Length 50th (ft)	0	0	244	395	177
Queue Length 95th (ft)	0	m0	550	499	213
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2757	789	1242
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.47	0.72	0.73	0.44

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1770	710	0	1820	0	545	0	515	0	0
Future Volume (vph)	0	1770	710	0	1820	0	545	0	515	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1924	747	0	1978	0	574	0	542	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1924	747	0	1978	0	574	0	542	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		120.0	120.0		63.1		43.9		43.9		
Effective Green, g (s)		120.0	120.0		65.1		45.9		45.9		
Actuated g/C Ratio		1.00	1.00		0.54		0.38		0.38		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2758		677		1066		
v/s Ratio Prot		0.38			c0.39		c0.32		0.19		
v/s Ratio Perm			0.47								
v/c Ratio		0.38	0.47		0.72		0.85		0.51		
Uniform Delay, d1		0.0	0.0		20.6		33.9		28.4		
Progression Factor		1.00	1.00		0.83		1.00		1.00		
Incremental Delay, d2		0.1	0.5		1.2		9.5		0.3		
Delay (s)		0.1	0.5		18.3		43.4		28.7		
Level of Service		A	A		B		D		C		
Approach Delay (s)		0.2			18.3			36.2		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1832	2152	696	685	716
v/c Ratio	0.62	0.73	0.44	0.44	0.79
Control Delay	10.3	9.4	0.5	17.6	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	9.4	0.5	17.6	24.9
Queue Length 50th (ft)	185	152	0	68	119
Queue Length 95th (ft)	188	m259	m0	96	#193
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2960	2960	1568	1580	926
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.73	0.44	0.43	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1685	0	0	1980	640	630	0	680	0	0	0
Future Volume (vph)	0	1685	0	0	1980	640	630	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1832	0	0	2152	696	685	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	1832	0	0	2152	696	685	0	672	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		32.9			32.9	60.0	16.6		16.6			
Effective Green, g (s)		34.9			34.9	60.0	18.6		18.6			
Actuated g/C Ratio		0.58			0.58	1.00	0.31		0.31			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2957			2957	1568	1546		863			
v/s Ratio Prot		0.36			c0.42		0.14		c0.24			
v/s Ratio Perm						0.44						
v/c Ratio		0.62			0.73	0.44	0.44		0.78			
Uniform Delay, d1		8.2			9.1	0.0	16.6		18.8			
Progression Factor		1.12			0.91	1.00	1.00		1.00			
Incremental Delay, d2		0.9			1.0	0.5	0.2		4.5			
Delay (s)		10.1			9.2	0.5	16.8		23.3			
Level of Service		B			A	A	B		C			
Approach Delay (s)		10.1			7.1			20.1			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	2207	277	130	2283	288	11	125	120	54	310
v/c Ratio	0.81	0.77	0.29	1.01	0.78	1.14	0.04	0.36	0.44	0.19	0.85
Control Delay	96.7	16.8	4.7	136.9	23.2	141.6	39.3	7.1	42.1	42.4	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	16.8	4.7	136.9	23.2	141.6	39.3	7.1	42.1	42.4	46.3
Queue Length 50th (ft)	65	389	33	~103	471	~238	7	0	77	37	129
Queue Length 95th (ft)	m#124	521	m103	#234	660	#294	23	36	116	68	215
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	107	2876	956	129	2934	253	574	588	275	589	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.77	0.29	1.01	0.78	1.14	0.02	0.21	0.44	0.09	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	2030	255	120	2070	30	265	10	115	110	50	285
Future Volume (vph)	80	2030	255	120	2070	30	265	10	115	110	50	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.72	1.00	1.00	0.71	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1345	1863	1583	1321	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2207	277	130	2250	33	288	11	125	120	54	310
RTOR Reduction (vph)	0	0	61	0	1	0	0	0	107	0	0	123
Lane Group Flow (vph)	87	2207	216	130	2282	0	288	11	18	120	54	187
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	5.3	65.9	65.9	6.8	67.4		21.3	17.3	17.3	23.3	18.3	18.3
Effective Green, g (s)	7.3	67.9	67.9	8.8	69.4		21.3	17.3	17.3	23.3	18.3	18.3
Actuated g/C Ratio	0.06	0.57	0.57	0.07	0.58		0.18	0.14	0.14	0.19	0.15	0.15
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	107	2877	895	129	2934		252	268	228	275	284	241
v/s Ratio Prot	0.05	0.43		c0.07	c0.45		c0.04	0.01		0.02	0.03	
v/s Ratio Perm			0.14				c0.16		0.01	0.07		0.12
v/c Ratio	0.81	0.77	0.24	1.01	0.78		1.14	0.04	0.08	0.44	0.19	0.78
Uniform Delay, d1	55.7	20.0	13.1	55.6	19.4		48.8	44.2	44.5	42.1	44.4	48.9
Progression Factor	1.05	0.70	0.54	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.2	1.5	0.5	81.3	2.1		100.7	0.0	0.1	0.4	0.1	13.3
Delay (s)	85.9	15.5	7.6	136.9	21.5		149.6	44.2	44.5	42.5	44.5	62.2
Level of Service	F	B	A	F	C		F	D	D	D	D	E
Approach Delay (s)		17.0			27.7			115.9			55.3	
Approach LOS		B			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	375	1848	207	418	2397	500	152	658	332	245	897	495
v/c Ratio	1.22	0.76	0.22	0.86	1.28	0.49	0.95	1.03	0.55	1.18	1.31	0.31
Control Delay	178.2	35.2	5.8	66.2	161.3	9.0	128.7	103.2	19.9	176.5	194.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	178.2	35.2	5.8	66.2	161.3	9.0	128.7	103.2	19.9	176.5	194.9	0.5
Queue Length 50th (ft)	~230	541	27	212	~1574	146	77	~362	122	~147	~591	0
Queue Length 95th (ft)	#338	601	68	#284	#1672	111	#152	#491	203	#240	#726	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	308	2416	934	498	1866	1030	160	637	609	208	686	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.76	0.22	0.84	1.28	0.49	0.95	1.03	0.55	1.18	1.31	0.31

Intersection Summary

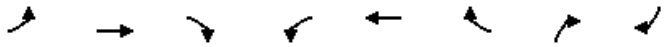
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	1700	190	385	2205	460	140	605	305	225	825	455
Future Volume (vph)	345	1700	190	385	2205	460	140	605	305	225	825	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	1848	207	418	2397	500	152	658	332	245	897	495
RTOR Reduction (vph)	0	0	71	0	0	61	0	0	91	0	0	0
Lane Group Flow (vph)	375	1848	136	418	2397	439	152	658	241	245	897	495
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	11.5	69.3	74.3	19.3	77.1	84.2	5.0	25.0	44.3	7.1	27.1	150.0
Effective Green, g (s)	13.5	71.3	78.3	21.3	79.1	88.2	7.0	27.0	48.3	9.1	29.1	150.0
Actuated g/C Ratio	0.09	0.48	0.52	0.14	0.53	0.59	0.05	0.18	0.32	0.06	0.19	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	308	2417	826	487	1866	993	160	637	509	208	686	1583
v/s Ratio Prot	c0.11	0.36	0.01	0.12	c0.68	0.03	0.04	c0.19	0.07	0.07	c0.25	
v/s Ratio Perm			0.08			0.25			0.09			0.31
v/c Ratio	1.22	0.76	0.16	0.86	1.28	0.44	0.95	1.03	0.47	1.18	1.31	0.31
Uniform Delay, d1	68.2	32.4	18.8	62.9	35.5	17.2	71.3	61.5	40.7	70.5	60.5	0.0
Progression Factor	1.00	1.00	1.00	0.85	0.93	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	123.8	2.4	0.0	10.0	131.0	0.1	55.2	44.4	0.3	118.7	148.8	0.5
Delay (s)	192.0	34.8	18.8	63.1	163.9	12.7	126.5	105.9	40.9	189.1	209.2	0.5
Level of Service	F	C	B	E	F	B	F	F	D	F	F	A
Approach Delay (s)		57.7			128.4			89.8			143.1	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	105.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	115.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	76	2277	71	109	2598	87	516	717
v/c Ratio	0.07	0.67	0.07	0.14	0.69	0.09	0.63	0.86
Control Delay	19.9	4.1	0.6	22.8	11.7	2.7	24.5	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	4.1	0.6	22.8	11.7	2.7	24.5	31.7
Queue Length 50th (ft)	19	105	0	24	306	11	72	113
Queue Length 95th (ft)	m24	m165	m6	m33	m343	m19	114	155
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	1257	3457	1099	772	3754	928	821	997
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.66	0.06	0.14	0.69	0.09	0.63	0.72

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2095	65	100	2390	80	0	0	475	0	0	660
Future Volume (vph)	70	2095	65	100	2390	80	0	0	475	0	0	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	2277	71	109	2598	87	0	0	516	0	0	717
RTOR Reduction (vph)	0	0	24	0	0	36	0	0	105	0	0	94
Lane Group Flow (vph)	76	2277	47	109	2598	51	0	0	411	0	0	623
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	21.1	48.1	48.1	14.9	41.9	41.9			14.9			21.1
Effective Green, g (s)	23.1	50.1	50.1	16.9	43.9	43.9			14.9			21.1
Actuated g/C Ratio	0.31	0.67	0.67	0.23	0.59	0.59			0.20			0.28
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	1037	3396	1057	773	3750	892			717			739
v/s Ratio Prot	0.02	c0.45		0.03	c0.41				0.11			c0.24
v/s Ratio Perm			0.03			0.03						
v/c Ratio	0.07	0.67	0.04	0.14	0.69	0.06			0.57			0.84
Uniform Delay, d1	18.4	7.5	4.3	23.2	10.8	6.7			27.2			25.4
Progression Factor	1.16	0.46	0.68	0.95	0.96	1.54			1.00			1.00
Incremental Delay, d2	0.0	0.3	0.0	0.0	0.7	0.1			0.9			8.3
Delay (s)	21.2	3.7	2.9	22.1	11.1	10.4			28.1			33.7
Level of Service	C	A	A	C	B	B			C			C
Approach Delay (s)		4.3			11.5			28.1			33.7	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2092	679	605	1674	232	1084
v/c Ratio	1.09	0.43	0.57	0.56	0.19	1.10
Control Delay	86.9	0.6	48.1	9.7	34.2	105.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	86.9	0.6	48.1	9.9	34.2	105.4
Queue Length 50th (ft)	~572	0	0	201	80	~681
Queue Length 95th (ft)	#621	0	0	220	114	#831
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	1921	1583	1061	2986	1212	984
Starvation Cap Reductn	0	0	0	465	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.43	0.57	0.66	0.19	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1925	645	575	1540	0	0	0	0	220	0	1030
Future Volume (vph)	0	1925	645	575	1540	0	0	0	0	220	0	1030
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2092	679	605	1674	0	0	0	0	232	0	1084
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2092	679	605	1674	0	0	0	0	232	0	1084
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		36.2	150.0	44.4	86.1					51.0		51.0
Effective Green, g (s)		38.2	150.0	42.0	83.7					53.0		53.0
Actuated g/C Ratio		0.25	1.00	0.28	0.56					0.35		0.35
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		1921	1583	961	2837					1212		984
v/s Ratio Prot		c0.28		c0.18	c0.33					0.07		
v/s Ratio Perm			0.43									c0.39
v/c Ratio		1.09	0.43	0.63	0.59					0.19		1.10
Uniform Delay, d1		55.9	0.0	47.2	21.8					33.6		48.5
Progression Factor		0.74	1.00	1.05	0.47					1.00		1.00
Incremental Delay, d2		47.4	0.6	1.2	0.3					0.0		60.7
Delay (s)		88.8	0.6	50.9	10.6					33.7		109.2
Level of Service		F	A	D	B					C		F
Approach Delay (s)		67.2			21.3			0.0			95.9	
Approach LOS		E			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	56.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1397	905	1560	316	716	653
v/c Ratio	0.43	0.32	0.28	0.20	0.72	0.90
Control Delay	1.2	3.5	3.0	0.2	60.7	75.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.2	3.5	3.0	0.2	60.7	75.5
Queue Length 50th (ft)	4	61	42	0	234	276
Queue Length 95th (ft)	m4	m30	53	m0	283	#366
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3240	2787	5587	1583	998	722
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.32	0.28	0.20	0.72	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1285	860	0	1435	300	680	0	620	0	0	0
Future Volume (vph)	0	1285	860	0	1435	300	680	0	620	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1397	905	0	1560	316	716	0	653	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1397	905	0	1560	316	716	0	653	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		93.2	150.0		109.2	150.0	28.0		28.0			
Effective Green, g (s)		95.2	150.0		111.2	150.0	30.0		30.0			
Actuated g/C Ratio		0.63	1.00		0.74	1.00	0.20		0.20			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3227	2787		5592	1583	998		722			
v/s Ratio Prot		c0.27			0.21		0.14		c0.18			
v/s Ratio Perm			c0.32			0.20						
v/c Ratio		0.43	0.32		0.28	0.20	0.72		0.90			
Uniform Delay, d1		13.8	0.0		6.3	0.0	56.0		58.6			
Progression Factor		0.08	1.00		0.46	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.1		0.0	0.2	2.6		15.0			
Delay (s)		1.1	0.1		2.9	0.2	58.6		73.6			
Level of Service		A	A		A	A	E		E			
Approach Delay (s)		0.7			2.5			65.8			0.0	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	1554	239	207	1250	120	266	98	120	239	245	370
v/c Ratio	0.70	0.81	0.32	0.69	0.71	0.17	0.88	0.25	0.26	0.56	0.84	0.72
Control Delay	43.5	14.0	2.1	46.2	23.9	0.6	54.7	32.5	1.4	24.2	56.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	14.0	2.1	46.2	23.9	0.6	54.7	32.5	1.4	24.2	56.8	14.9
Queue Length 50th (ft)	60	269	20	48	183	0	93	22	0	82	111	21
Queue Length 95th (ft)	m78	267	m26	#93	232	2	#190	45	0	141	#225	#108
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	393	1908	743	302	1772	691	301	400	462	451	305	526
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.81	0.32	0.69	0.71	0.17	0.88	0.24	0.26	0.53	0.80	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1430	220	190	1150	110	245	90	110	220	225	340
Future Volume (vph)	255	1430	220	190	1150	110	245	90	110	220	225	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.61	1.00	1.00	0.38	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1130	3539	1583	709	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1554	239	207	1250	120	266	98	120	239	245	370
RTOR Reduction (vph)	0	0	153	0	0	80	0	0	109	0	0	264
Lane Group Flow (vph)	277	1554	86	207	1250	40	266	98	11	239	245	106
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	6.6	25.0	25.0	4.6	23.0	23.0	15.3	7.0	7.0	26.9	12.9	12.9
Effective Green, g (s)	8.6	27.0	27.0	6.6	25.0	25.0	15.3	7.0	7.0	26.9	12.9	12.9
Actuated g/C Ratio	0.11	0.36	0.36	0.09	0.33	0.33	0.20	0.09	0.09	0.36	0.17	0.17
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	393	1830	569	302	1695	527	301	330	147	455	320	272
v/s Ratio Prot	0.08	c0.31		0.06	c0.25		c0.10	0.03		0.10	c0.13	
v/s Ratio Perm			0.05			0.03	0.08		0.01	0.09		0.07
v/c Ratio	0.70	0.85	0.15	0.69	0.74	0.08	0.88	0.30	0.08	0.53	0.77	0.39
Uniform Delay, d1	32.0	22.1	16.2	33.2	22.1	17.1	28.1	31.7	31.0	18.1	29.6	27.6
Progression Factor	1.09	0.50	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	4.3	0.5	5.1	2.9	0.3	24.3	0.2	0.1	0.5	9.4	0.3
Delay (s)	38.7	15.4	10.4	38.3	25.0	17.4	52.4	31.9	31.1	18.6	39.1	27.9
Level of Service	D	B	B	D	C	B	D	C	C	B	D	C
Approach Delay (s)		18.0			26.2			43.0			28.5	
Approach LOS		B			C			D			C	

Intersection Summary				
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	20.2	
Intersection Capacity Utilization	75.3%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2544	261	2288	114	120
v/c Ratio	0.58	1.04	0.58	0.63	0.45
Control Delay	16.9	119.3	2.1	66.6	13.7
Queue Delay	0.0	20.3	0.1	0.0	0.0
Total Delay	16.9	139.7	2.3	66.6	13.7
Queue Length 50th (ft)	290	~191	48	86	0
Queue Length 95th (ft)	355	#380	30	142	54
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4365	250	3929	545	571
Starvation Cap Reductn	0	24	541	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	1.15	0.68	0.21	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2260	80	240	2105	105	110
Future Volume (vph)	2260	80	240	2105	105	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7505		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7505		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2457	87	261	2288	114	120
RTOR Reduction (vph)	3	0	0	0	0	108
Lane Group Flow (vph)	2541	0	261	2288	114	12
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	67.7		15.0	90.7	12.3	12.3
Effective Green, g (s)	69.7		17.0	92.7	12.3	12.3
Actuated g/C Ratio	0.58		0.14	0.77	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4359		250	3928	181	162
v/s Ratio Prot	c0.34		c0.15	c0.45	c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.58		1.04	0.58	0.63	0.08
Uniform Delay, d1	15.9		51.5	5.6	51.7	48.7
Progression Factor	1.00		1.14	0.27	1.00	1.00
Incremental Delay, d2	0.1		63.7	0.1	4.9	0.1
Delay (s)	16.1		122.2	1.6	56.5	48.8
Level of Service	B		F	A	E	D
Approach Delay (s)	16.1			14.0	52.6	
Approach LOS	B			B	D	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	2397	2391	272	185	158
v/c Ratio	1.10	0.48	0.59	0.25	0.53	0.52
Control Delay	134.3	2.0	10.6	0.9	55.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	134.3	2.0	10.6	0.9	55.9	13.8
Queue Length 50th (ft)	~158	23	283	1	71	0
Queue Length 95th (ft)	#309	35	382	m6	104	61
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	162	4952	4044	1099	1058	597
Starvation Cap Reductn	0	589	0	0	0	0
Spillback Cap Reductn	0	0	156	0	0	57
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.55	0.61	0.25	0.17	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	2205	2200	250	170	145
Future Volume (vph)	165	2205	2200	250	170	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	2397	2391	272	185	158
RTOR Reduction (vph)	0	0	0	100	0	142
Lane Group Flow (vph)	179	2397	2391	172	185	16
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	9.0	90.7	73.7	73.7	12.3	12.3
Effective Green, g (s)	11.0	92.7	75.7	75.7	12.3	12.3
Actuated g/C Ratio	0.09	0.77	0.63	0.63	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	162	4950	4042	998	351	162
v/s Ratio Prot	c0.10	0.37	c0.37		c0.05	
v/s Ratio Perm				0.11		0.01
v/c Ratio	1.10	0.48	0.59	0.17	0.53	0.10
Uniform Delay, d1	54.5	5.0	13.0	9.2	51.1	48.8
Progression Factor	0.72	0.32	0.75	0.40	1.00	1.00
Incremental Delay, d2	95.4	0.0	0.1	0.0	0.7	0.1
Delay (s)	134.4	1.6	9.9	3.7	51.8	48.9
Level of Service	F	A	A	A	D	D
Approach Delay (s)		10.9	9.3		50.5	
Approach LOS		B	A		D	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1908	653	1957	484	684
v/c Ratio	0.54	0.41	0.69	0.54	0.94
Control Delay	6.4	1.5	8.8	21.7	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.4	1.5	8.8	21.7	45.7
Queue Length 50th (ft)	102	6	123	77	137
Queue Length 95th (ft)	187	37	167	118	#243
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3556	1583	2822	898	729
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.41	0.69	0.54	0.94

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1755	620	0	1800	0	460	0	650	0	0
Future Volume (vph)	0	1755	620	0	1800	0	460	0	650	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1908	653	0	1957	0	484	0	684	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1908	653	0	1957	0	484	0	684	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.3	60.0		31.3		13.7		13.7		
Effective Green, g (s)		33.3	60.0		33.3		15.7		15.7		
Actuated g/C Ratio		0.55	1.00		0.55		0.26		0.26		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3556	1583		2822		898		729		
v/s Ratio Prot		0.30			c0.38		0.14		c0.25		
v/s Ratio Perm			0.41								
v/c Ratio		0.54	0.41		0.69		0.54		0.94		
Uniform Delay, d1		8.5	0.0		9.7		19.0		21.7		
Progression Factor		0.69	1.00		0.79		1.00		1.00		
Incremental Delay, d2		0.5	0.7		1.1		0.5		19.6		
Delay (s)		6.4	0.7		8.7		19.5		41.2		
Level of Service		A	A		A		B		D		
Approach Delay (s)		4.9			8.7			32.2		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1723	1717	358	1074	579
v/c Ratio	0.65	0.65	0.23	0.80	0.53
Control Delay	16.5	11.6	0.2	37.4	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	11.6	0.2	37.4	29.6
Queue Length 50th (ft)	352	139	0	372	192
Queue Length 95th (ft)	358	m147	m0	416	230
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2638	2638	1583	1530	1242
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.23	0.70	0.47

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1585	0	0	1580	340	1020	0	550	0	0
Future Volume (vph)	0	1585	0	0	1580	340	1020	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1723	0	0	1717	358	1074	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1723	0	0	1717	358	1074	0	579	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		60.3			60.3	120.0	44.7		44.7		
Effective Green, g (s)		62.3			62.3	120.0	46.7		46.7		
Actuated g/C Ratio		0.52			0.52	1.00	0.39		0.39		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2639			2639	1583	1336		1084		
v/s Ratio Prot		c0.34			0.34		c0.31		0.21		
v/s Ratio Perm						0.23					
v/c Ratio		0.65			0.65	0.23	0.80		0.53		
Uniform Delay, d1		21.0			20.9	0.0	32.6		28.3		
Progression Factor		0.70			0.49	1.00	1.00		1.00		
Incremental Delay, d2		1.1			0.8	0.2	3.5		0.4		
Delay (s)		15.8			11.1	0.2	36.1		28.7		
Level of Service		B			B	A	D		C		
Approach Delay (s)		15.8			9.2			33.5		0.0	
Approach LOS		B			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	467	1854	98	1604	228	326	98	71	255	375
v/c Ratio	0.92	0.76	0.75	0.78	0.99	0.77	0.19	0.40	0.71	0.78
Control Delay	71.4	25.8	88.0	34.4	94.3	56.0	0.8	35.6	55.5	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	25.8	88.0	34.4	94.3	56.0	0.8	35.6	55.5	29.8
Queue Length 50th (ft)	197	258	76	386	141	243	0	40	186	118
Queue Length 95th (ft)	#290	420	#165	#537	#248	321	0	68	254	217
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	510	2436	131	2068	231	522	600	180	492	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.76	0.75	0.78	0.99	0.62	0.16	0.39	0.52	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	1525	180	90	1365	110	210	300	90	65	235	345
Future Volume (vph)	430	1525	180	90	1365	110	210	300	90	65	235	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4956		1752	4979		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.32	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	3400	4956		1752	4979		594	1845	1568	553	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	467	1658	196	98	1484	120	228	326	98	71	255	375
RTOR Reduction (vph)	0	11	0	0	7	0	0	0	76	0	0	173
Lane Group Flow (vph)	467	1843	0	98	1597	0	228	326	22	71	255	202
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	16.0	55.6		6.9	46.5		34.5	27.5	27.5	28.5	24.5	24.5
Effective Green, g (s)	18.0	57.6		8.9	48.5		34.5	27.5	27.5	28.5	24.5	24.5
Actuated g/C Ratio	0.15	0.48		0.07	0.40		0.29	0.23	0.23	0.24	0.20	0.20
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	510	2378		129	2012		238	422	359	171	376	320
v/s Ratio Prot	c0.14	c0.37		0.06	0.32		c0.06	0.18		0.01	0.14	
v/s Ratio Perm							c0.22		0.01	0.08		0.13
v/c Ratio	0.92	0.78		0.76	0.79		0.96	0.77	0.06	0.42	0.68	0.63
Uniform Delay, d1	50.3	25.8		54.5	31.4		41.7	43.3	36.2	36.9	44.1	43.6
Progression Factor	1.02	0.92		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.6	2.0		20.1	3.3		45.8	7.8	0.0	0.6	3.8	2.8
Delay (s)	68.6	25.7		74.6	34.7		87.6	51.1	36.2	37.5	47.9	46.4
Level of Service	E	C		E	C		F	D	D	D	D	D
Approach Delay (s)		34.4			37.0			61.6			46.0	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	2435	370	1641	505	109	152	261	27	27	27
v/c Ratio	0.97	0.77	1.02	0.59	0.46	0.30	0.77	0.49	0.36	0.35	0.07
Control Delay	113.8	27.5	121.7	21.1	6.4	75.1	102.4	16.2	95.6	95.0	0.4
Queue Delay	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.8	27.5	121.7	21.5	6.6	75.1	102.4	16.2	95.6	95.0	0.4
Queue Length 50th (ft)	375	724	~236	317	103	62	178	52	33	33	0
Queue Length 95th (ft)	#583	914	#353	354	118	93	255	140	72	72	1
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	325	3147	364	2789	1230	610	331	528	252	257	385
Starvation Cap Reductn	0	0	0	497	190	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.77	1.02	0.72	0.49	0.18	0.46	0.49	0.11	0.11	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Future Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	2228	207	370	1641	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	4	0	0	0	100	0	0	165	0	0	21
Lane Group Flow (vph)	315	2431	0	370	1641	405	109	152	96	27	27	6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	31.1	110.7		17.1	96.7	104.8	19.1	19.1	36.2	8.1	8.1	39.2
Effective Green, g (s)	33.1	112.7		19.1	98.7	108.8	19.1	19.1	36.2	8.1	8.1	39.2
Actuated g/C Ratio	0.18	0.63		0.11	0.55	0.60	0.11	0.11	0.20	0.04	0.04	0.22
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	325	3143		364	2788	956	364	197	318	75	77	344
v/s Ratio Prot	c0.18	c0.48		0.11	0.32	c0.02	0.03	c0.08	0.03	0.02	0.02	0.00
v/s Ratio Perm						0.23			0.03			0.00
v/c Ratio	0.97	0.77		1.02	0.59	0.42	0.30	0.77	0.30	0.36	0.35	0.02
Uniform Delay, d1	72.9	24.4		80.5	27.1	18.9	74.3	78.3	61.2	83.4	83.4	55.3
Progression Factor	1.00	1.00		0.98	0.73	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.9	1.9		46.4	0.7	0.1	0.2	15.5	0.2	1.1	1.0	0.0
Delay (s)	113.9	26.3		125.2	20.4	12.1	74.4	93.9	61.4	84.5	84.4	55.3
Level of Service	F	C		F	C	B	E	F	E	F	F	E
Approach Delay (s)		36.3			34.2			73.6			74.7	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1565	937	1625	642	863
v/c Ratio	0.31	0.59	0.62	0.84	0.71
Control Delay	0.1	5.2	29.2	54.8	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	5.2	29.2	54.8	44.6
Queue Length 50th (ft)	0	116	369	668	471
Queue Length 95th (ft)	0	239	429	719	473
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2622	919	1447
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.59	0.62	0.70	0.60

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Future Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		180.0	180.0		90.8		76.2		76.2		
Effective Green, g (s)		180.0	180.0		92.8		78.2		78.2		
Actuated g/C Ratio		1.00	1.00		0.52		0.43		0.43		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2621		768		1210		
v/s Ratio Prot		0.31			0.32		c0.36		0.31		
v/s Ratio Perm			c0.59								
v/c Ratio		0.31	0.59		0.62		0.84		0.71		
Uniform Delay, d1		0.0	0.0		31.0		45.2		41.7		
Progression Factor		1.00	1.00		0.86		1.00		1.00		
Incremental Delay, d2		0.1	1.1		1.0		7.7		1.9		
Delay (s)		0.1	1.1		27.8		52.9		43.6		
Level of Service		A	A		C		D		D		
Approach Delay (s)		0.5			27.8			47.6		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1511	1734	880	707	842
v/c Ratio	0.55	0.63	0.56	0.37	0.77
Control Delay	14.4	9.8	1.8	20.1	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	9.8	1.8	20.1	28.0
Queue Length 50th (ft)	289	222	31	97	215
Queue Length 95th (ft)	255	m256	m0	121	282
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2769	2769	1568	2106	1201
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.63	0.56	0.34	0.70

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1390	0	0	1595	810	650	0	800	0	0	0
Future Volume (vph)	0	1390	0	0	1595	810	650	0	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1511	0	0	1734	880	707	0	842	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	26	0	0	0
Lane Group Flow (vph)	0	1511	0	0	1734	880	707	0	816	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		47.0			47.0	90.0	32.5		32.5			
Effective Green, g (s)		49.0			49.0	90.0	34.5		34.5			
Actuated g/C Ratio		0.54			0.54	1.00	0.38		0.38			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2768			2768	1568	1912		1068			
v/s Ratio Prot		0.30			c0.34		0.14		c0.29			
v/s Ratio Perm						0.56						
v/c Ratio		0.55			0.63	0.56	0.37		0.76			
Uniform Delay, d1		13.3			14.2	0.0	19.9		24.2			
Progression Factor		0.99			0.64	1.00	1.00		1.00			
Incremental Delay, d2		0.7			0.3	0.4	0.1		3.3			
Delay (s)		13.9			9.4	0.4	20.1		27.5			
Level of Service		B			A	A	C		C			
Approach Delay (s)		13.9			6.4			24.1			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	1908	130	87	2141	484	92	174	43	5	92
v/c Ratio	1.07	0.56	0.12	0.64	0.75	2.04	0.39	0.49	0.52	0.08	0.42
Control Delay	130.5	14.4	1.6	101.4	31.9	514.9	78.5	13.8	90.8	87.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.5	14.4	1.6	101.4	31.9	514.9	78.5	13.8	90.8	87.0	5.7
Queue Length 50th (ft)	~450	339	4	101	684	~829	103	0	44	6	0
Queue Length 95th (ft)	#667	428	m23	167	739	#1063	169	79	85	22	0
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	320	3393	1099	160	2846	237	548	588	82	393	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.56	0.12	0.54	0.75	2.04	0.17	0.30	0.52	0.01	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Future Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5049		767	1863	1583	1299	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	1908	130	87	2038	103	484	92	174	43	5	92
RTOR Reduction (vph)	0	0	44	0	2	0	0	0	152	0	0	88
Lane Group Flow (vph)	342	1908	86	87	2139	0	484	92	22	43	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	30.6	117.0	117.0	11.8	98.2		32.2	23.0	23.0	10.4	7.2	7.2
Effective Green, g (s)	32.6	119.0	119.0	13.8	100.2		32.2	23.0	23.0	10.4	7.2	7.2
Actuated g/C Ratio	0.18	0.66	0.66	0.08	0.56		0.18	0.13	0.13	0.06	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	320	3361	1046	135	2810		243	238	202	83	74	63
v/s Ratio Prot	c0.19	0.38		0.05	c0.42		c0.21	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.15		0.01	0.02		0.00
v/c Ratio	1.07	0.57	0.08	0.64	0.76		1.99	0.39	0.11	0.52	0.07	0.06
Uniform Delay, d1	73.7	16.5	10.9	80.7	30.7		71.7	72.0	69.4	81.9	83.2	83.1
Progression Factor	0.99	0.85	0.90	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	64.7	0.6	0.1	7.7	2.0		460.7	0.4	0.1	2.3	0.1	0.1
Delay (s)	137.4	14.6	10.0	88.4	32.7		532.4	72.4	69.5	84.2	83.3	83.3
Level of Service	F	B	A	F	C		F	E	E	F	F	F
Approach Delay (s)		32.0			34.9			368.6			83.6	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	80.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	364	2598	174	364	1696	375	207	929	701	522	658	315
v/c Ratio	1.17	1.22	0.20	0.87	1.07	0.38	0.77	1.27	1.15	1.28	0.75	0.20
Control Delay	165.6	143.7	5.5	96.1	75.7	7.7	91.2	181.2	114.6	195.4	61.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.6	143.7	5.5	96.1	75.7	7.7	91.2	181.2	114.6	195.4	61.9	0.3
Queue Length 50th (ft)	~232	~1217	18	206	~1027	91	111	~642	~556	~354	337	0
Queue Length 95th (ft)	#342	#1295	58	#286	#1168	149	#169	#780	#810	#474	413	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	311	2129	893	418	1592	996	270	732	607	409	876	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	1.22	0.19	0.87	1.07	0.38	0.77	1.27	1.15	1.28	0.75	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Future Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	364	2598	174	364	1696	375	207	929	701	522	658	315
RTOR Reduction (vph)	0	0	69	0	0	59	0	0	84	0	0	0
Lane Group Flow (vph)	364	2598	105	364	1696	316	207	929	617	522	658	315
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	12.5	65.0	75.5	17.5	70.0	87.1	10.5	31.1	48.6	17.1	37.7	160.0
Effective Green, g (s)	14.5	67.0	79.5	19.5	72.0	91.1	12.5	33.1	52.6	19.1	39.7	160.0
Actuated g/C Ratio	0.09	0.42	0.50	0.12	0.45	0.57	0.08	0.21	0.33	0.12	0.25	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	311	2129	786	418	1592	959	268	732	520	409	878	1583
v/s Ratio Prot	0.11	c0.51	0.01	0.11	c0.48	0.04	0.06	c0.26	0.14	c0.15	0.19	
v/s Ratio Perm			0.06			0.16			0.25			0.20
v/c Ratio	1.17	1.22	0.13	0.87	1.07	0.33	0.77	1.27	1.19	1.28	0.75	0.20
Uniform Delay, d1	72.8	46.5	21.7	69.0	44.0	18.3	72.4	63.5	53.7	70.5	55.6	0.0
Progression Factor	1.00	1.00	1.00	1.12	0.80	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	105.6	103.6	0.0	15.7	41.2	0.1	11.8	131.8	102.1	142.1	3.5	0.3
Delay (s)	178.3	150.1	21.7	92.9	76.5	12.1	84.2	195.2	155.8	212.6	59.1	0.3
Level of Service	F	F	C	F	E	B	F	F	F	F	E	A
Approach Delay (s)		146.3			69.0			167.7			100.3	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	121.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	112.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	332	2940	549	440	2283	370	158	152
v/c Ratio	0.64	0.82	0.48	0.67	0.48	0.32	0.23	0.34
Control Delay	37.8	6.5	4.0	35.1	5.6	4.0	9.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	6.5	4.0	35.1	5.6	4.0	9.9	11.7
Queue Length 50th (ft)	122	272	98	120	236	90	6	5
Queue Length 95th (ft)	m99	m209	m80	m138	m213	m92	27	27
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	547	3605	1139	686	4786	1156	733	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.82	0.48	0.64	0.48	0.32	0.22	0.33

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	2705	505	405	2100	340	0	0	145	0	0	140
Future Volume (vph)	305	2705	505	405	2100	340	0	0	145	0	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	2940	549	440	2283	370	0	0	158	0	0	152
RTOR Reduction (vph)	0	0	17	0	0	18	0	0	103	0	0	107
Lane Group Flow (vph)	332	2940	532	440	2283	352	0	0	55	0	0	45
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	10.2	54.7	54.7	13.3	57.8	57.8			13.3			10.2
Effective Green, g (s)	12.2	56.7	56.7	15.3	59.8	59.8			13.3			10.2
Actuated g/C Ratio	0.15	0.71	0.71	0.19	0.75	0.75			0.17			0.13
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	513	3603	1121	656	4789	1139			600			335
v/s Ratio Prot	0.10	c0.58		c0.13	0.36				0.02			0.02
v/s Ratio Perm			0.34			0.23						
v/c Ratio	0.65	0.82	0.47	0.67	0.48	0.31			0.09			0.13
Uniform Delay, d1	31.9	8.0	5.1	30.0	4.0	3.3			28.2			31.0
Progression Factor	1.17	0.76	0.83	1.06	1.33	1.28			1.00			1.00
Incremental Delay, d2	0.2	0.1	0.0	1.4	0.2	0.4			0.0			0.1
Delay (s)	37.6	6.3	4.3	33.3	5.5	4.7			28.3			31.0
Level of Service	D	A	A	C	A	A			C			C
Approach Delay (s)		8.7			9.3			28.3			31.0	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2321	753	879	2016	453	1042
v/c Ratio	1.08	0.48	0.97	0.66	0.38	1.08
Control Delay	89.2	0.6	58.0	9.4	40.4	100.4
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	89.2	0.6	58.0	9.7	40.4	100.4
Queue Length 50th (ft)	~676	0	284	319	184	~686
Queue Length 95th (ft)	#718	0	m#424	m275	234	#838
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	2150	1583	909	3035	1192	968
Starvation Cap Reductn	0	0	0	372	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.48	0.97	0.76	0.38	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱↱
Traffic Volume (vph)	0	2135	715	835	1855	0	0	0	0	430	0	990
Future Volume (vph)	0	2135	715	835	1855	0	0	0	0	430	0	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2321	753	879	2016	0	0	0	0	453	0	1042
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2321	753	879	2016	0	0	0	0	453	0	1042
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		43.6	160.0	38.0	93.5					53.6		53.6
Effective Green, g (s)		45.6	160.0	42.0	91.1					55.6		55.6
Actuated g/C Ratio		0.29	1.00	0.26	0.57					0.35		0.35
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2150	1583	901	2895					1192		968
v/s Ratio Prot		c0.31		c0.26	0.40					0.13		
v/s Ratio Perm			0.48									c0.37
v/c Ratio		1.08	0.48	0.98	0.70					0.38		1.08
Uniform Delay, d1		57.2	0.0	58.5	24.6					39.2		52.2
Progression Factor		0.89	1.00	0.96	0.39					1.00		1.00
Incremental Delay, d2		41.6	0.6	21.8	0.7					0.1		51.8
Delay (s)		92.4	0.6	77.9	10.2					39.3		104.0
Level of Service		F	A	E	B					D		F
Approach Delay (s)		69.9			30.7			0.0			84.4	
Approach LOS		E			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1299	1442	2000	305	895	495
v/c Ratio	0.40	0.52	0.35	0.19	0.96	0.73
Control Delay	4.6	11.1	3.2	0.2	84.5	68.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	11.1	3.2	0.2	84.5	68.5
Queue Length 50th (ft)	118	526	53	0	333	216
Queue Length 95th (ft)	m112	m489	80	m0	#420	272
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3228	2787	5709	1583	935	676
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.52	0.35	0.19	0.96	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1195	1370	0	1840	290	850	0	470	0	0	0
Future Volume (vph)	0	1195	1370	0	1840	290	850	0	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1299	1442	0	2000	305	895	0	495	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1299	1442	0	2000	305	895	0	495	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		97.2	160.0		119.2	160.0	28.0		28.0			
Effective Green, g (s)		101.2	160.0		121.2	160.0	30.0		30.0			
Actuated g/C Ratio		0.63	1.00		0.76	1.00	0.19		0.19			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3216	2787		5714	1583	935		676			
v/s Ratio Prot		0.26			0.27		c0.18		0.14			
v/s Ratio Perm			c0.52			0.19						
v/c Ratio		0.40	0.52		0.35	0.19	0.96		0.73			
Uniform Delay, d1		14.5	0.0		6.4	0.0	64.4		61.2			
Progression Factor		0.56	1.00		0.48	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.2	19.8		4.2			
Delay (s)		8.2	0.2		3.1	0.2	84.1		65.5			
Level of Service		A	A		A	A	F		E			
Approach Delay (s)		4.0			2.7			77.5			0.0	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	272	1234	304	168	1685	92	239	163	163	250	201	391
v/c Ratio	0.74	0.59	0.36	0.48	0.81	0.12	0.84	0.39	0.36	0.73	0.77	0.82
Control Delay	49.4	20.2	6.1	38.9	25.2	0.3	51.6	35.3	2.3	36.8	53.2	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	20.2	6.1	38.9	25.2	0.3	51.6	35.3	2.3	36.8	53.2	24.1
Queue Length 50th (ft)	79	182	39	41	271	0	94	40	0	98	97	42
Queue Length 95th (ft)	112	191	60	71	334	0	#161	69	0	#177	#188	#178
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	369	2106	834	356	2074	765	284	451	462	349	286	496
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.59	0.36	0.47	0.81	0.12	0.84	0.36	0.35	0.72	0.70	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Future Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.56	1.00	1.00	0.54	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1047	3539	1583	1005	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	1234	304	168	1685	92	239	163	163	250	201	391
RTOR Reduction (vph)	0	0	178	0	0	55	0	0	144	0	0	257
Lane Group Flow (vph)	272	1234	126	168	1685	37	239	163	19	250	201	134
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	6.6	31.1	31.1	6.1	30.6	30.6	16.7	9.4	9.4	20.5	11.3	11.3
Effective Green, g (s)	8.6	33.1	33.1	8.1	32.6	32.6	16.7	9.4	9.4	20.5	11.3	11.3
Actuated g/C Ratio	0.11	0.41	0.41	0.10	0.41	0.41	0.21	0.12	0.12	0.26	0.14	0.14
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	369	2103	654	347	2072	645	284	415	186	345	263	223
v/s Ratio Prot	0.08	c0.24		0.05	c0.33		0.08	0.05		c0.08	c0.11	
v/s Ratio Perm			0.08			0.02	0.10		0.01	0.10		0.08
v/c Ratio	0.74	0.59	0.19	0.48	0.81	0.06	0.84	0.39	0.10	0.72	0.76	0.60
Uniform Delay, d1	34.6	18.2	14.9	34.0	21.0	14.4	29.4	32.7	31.5	25.9	33.1	32.2
Progression Factor	1.10	1.04	3.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	1.1	0.6	0.4	3.6	0.2	18.9	0.2	0.1	6.3	11.2	3.1
Delay (s)	43.9	19.9	49.9	34.4	24.6	14.6	48.3	32.9	31.6	32.2	44.3	35.4
Level of Service	D	B	D	C	C	B	D	C	C	C	D	D
Approach Delay (s)		28.5			25.0			39.1			36.6	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2554	174	2011	158	207
v/c Ratio	0.60	0.79	0.53	0.69	0.54
Control Delay	17.9	78.8	2.1	64.9	11.3
Queue Delay	0.0	1.5	0.1	0.0	0.0
Total Delay	17.9	80.3	2.1	64.9	11.3
Queue Length 50th (ft)	298	104	37	119	0
Queue Length 95th (ft)	377	#237	32	181	65
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4279	221	3791	545	631
Starvation Cap Reductn	0	7	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.81	0.60	0.29	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2235	115	160	1850	145	190
Future Volume (vph)	2235	115	160	1850	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7489		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7489		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2429	125	174	2011	158	207
RTOR Reduction (vph)	5	0	0	0	0	180
Lane Group Flow (vph)	2549	0	174	2011	158	27
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.5		13.0	87.5	15.5	15.5
Effective Green, g (s)	68.5		15.0	89.5	15.5	15.5
Actuated g/C Ratio	0.57		0.12	0.75	0.13	0.13
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4274		221	3792	228	204
v/s Ratio Prot	c0.34		c0.10	0.40	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.60		0.79	0.53	0.69	0.13
Uniform Delay, d1	16.8		51.0	6.4	50.0	46.3
Progression Factor	1.00		1.11	0.23	1.00	1.00
Incremental Delay, d2	0.2		14.0	0.1	7.1	0.1
Delay (s)	16.9		70.6	1.5	57.1	46.4
Level of Service	B		E	A	E	D
Approach Delay (s)	16.9			7.0	51.0	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	103	2533	2005	92	272	179
v/c Ratio	0.78	0.53	0.50	0.09	0.61	0.53
Control Delay	70.9	2.7	11.1	1.4	54.8	16.1
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	70.9	2.7	11.1	1.4	54.8	16.1
Queue Length 50th (ft)	80	29	233	1	104	17
Queue Length 95th (ft)	m#174	46	298	m6	140	82
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4778	3977	1017	1058	594
Starvation Cap Reductn	0	476	0	0	0	0
Spillback Cap Reductn	0	0	40	0	0	5
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.59	0.51	0.09	0.26	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2330	1845	85	250	165
Future Volume (vph)	95	2330	1845	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2533	2005	92	272	179
RTOR Reduction (vph)	0	0	0	35	0	134
Lane Group Flow (vph)	103	2533	2005	57	272	45
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	87.5	72.5	72.5	15.5	15.5
Effective Green, g (s)	9.0	89.5	74.5	74.5	15.5	15.5
Actuated g/C Ratio	0.08	0.75	0.62	0.62	0.13	0.13
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4779	3978	982	443	204
v/s Ratio Prot	c0.06	c0.40	0.31		c0.08	
v/s Ratio Perm				0.04		0.03
v/c Ratio	0.78	0.53	0.50	0.06	0.61	0.22
Uniform Delay, d1	54.5	6.4	12.6	8.9	49.4	46.8
Progression Factor	0.71	0.34	0.82	0.55	1.00	1.00
Incremental Delay, d2	19.9	0.0	0.0	0.0	1.8	0.2
Delay (s)	58.5	2.2	10.3	4.9	51.2	47.0
Level of Service	E	A	B	A	D	D
Approach Delay (s)		4.4	10.1		49.5	
Approach LOS		A	B		D	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1717	1053	1500	526	579
v/c Ratio	0.48	0.67	0.53	0.59	0.80
Control Delay	6.3	10.1	7.9	22.5	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	10.1	7.9	22.5	30.9
Queue Length 50th (ft)	86	344	146	84	109
Queue Length 95th (ft)	159	456	168	127	#189
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3567	1583	2830	909	738
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.67	0.53	0.58	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Future Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.4	60.0		31.4		13.6		13.6		
Effective Green, g (s)		33.4	60.0		33.4		15.6		15.6		
Actuated g/C Ratio		0.56	1.00		0.56		0.26		0.26		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3567	1583		2830		892		724		
v/s Ratio Prot		0.27			0.29		0.15		0.21		
v/s Ratio Perm			c0.67								
v/c Ratio		0.48	0.67		0.53		0.59		0.80		
Uniform Delay, d1		8.1	0.0		8.4		19.4		20.7		
Progression Factor		0.72	1.00		0.88		1.00		1.00		
Incremental Delay, d2		0.4	2.0		0.5		0.8		6.0		
Delay (s)		6.2	2.0		7.9		20.2		26.7		
Level of Service		A	A		A		C		C		
Approach Delay (s)		4.6			7.9			23.6		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1293	1957	600	579	442
v/c Ratio	0.45	0.68	0.38	0.68	0.64
Control Delay	6.8	7.3	0.2	25.0	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	7.3	0.2	25.0	24.9
Queue Length 50th (ft)	111	172	0	95	79
Queue Length 95th (ft)	97	m160	m0	143	126
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2895	2895	1583	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.68	0.38	0.65	0.61

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Future Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		32.2			32.2	60.0	12.8		12.8		
Effective Green, g (s)		34.2			34.2	60.0	14.8		14.8		
Actuated g/C Ratio		0.57			0.57	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2898			2898	1583	846		687		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.45			0.68	0.38	0.68		0.64		
Uniform Delay, d1		7.4			9.0	0.0	20.5		20.2		
Progression Factor		0.84			0.75	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.3	0.2	2.1		1.8		
Delay (s)		6.7			7.1	0.2	22.6		22.1		
Level of Service		A			A	A	C		C		
Approach Delay (s)		6.7			5.5			22.4		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	424	1326	60	1847	250	228	82	109	223	571
v/c Ratio	1.00	0.60	0.48	1.00	0.73	0.45	0.15	0.32	0.44	1.04
Control Delay	87.3	20.6	66.9	60.1	46.2	39.3	0.6	28.7	39.2	80.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	20.6	66.9	60.1	46.2	39.3	0.6	28.7	39.2	80.7
Queue Length 50th (ft)	168	252	45	~524	140	146	0	56	143	~381
Queue Length 95th (ft)	#281	307	91	#645	#224	225	0	98	219	#604
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	425	2194	131	1838	341	509	544	338	507	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.60	0.46	1.00	0.73	0.45	0.15	0.32	0.44	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Future Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4946		1752	4998		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.50	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	3400	4946		1752	4998		921	1845	1568	913	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	1168	158	60	1755	92	250	228	82	109	223	571
RTOR Reduction (vph)	0	14	0	0	4	0	0	0	59	0	0	117
Lane Group Flow (vph)	424	1312	0	60	1843	0	250	228	23	109	223	454
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.0	49.5		5.5	42.0		39.1	33.1	33.1	38.9	33.0	33.0
Effective Green, g (s)	15.0	51.5		7.5	44.0		39.1	33.1	33.1	38.9	33.0	33.0
Actuated g/C Ratio	0.12	0.43		0.06	0.37		0.33	0.28	0.28	0.32	0.28	0.28
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	425	2122		109	1832		341	508	432	337	507	431
v/s Ratio Prot	c0.12	0.27		0.03	c0.37		c0.04	0.12		0.02	0.12	
v/s Ratio Perm							0.20		0.01	0.09		c0.29
v/c Ratio	1.00	0.62		0.55	1.01		0.73	0.45	0.05	0.32	0.44	1.05
Uniform Delay, d1	52.5	26.6		54.6	38.0		36.0	35.9	31.9	29.4	35.9	43.5
Progression Factor	0.87	0.75		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.2	1.2		3.4	22.4		6.9	0.2	0.0	0.2	0.2	57.8
Delay (s)	86.0	21.2		58.0	60.4		42.9	36.1	31.9	29.6	36.1	101.3
Level of Service	F	C		E	E		D	D	C	C	D	F
Approach Delay (s)		36.9			60.3			38.5			76.5	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	2316	299	2397	65	250	11	402	274	281	359
v/c Ratio	0.56	0.92	1.29	0.91	0.05	0.70	0.06	1.07	0.91	0.91	0.86
Control Delay	88.5	40.4	207.2	20.4	0.1	70.9	55.1	108.2	88.6	89.3	47.4
Queue Delay	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.5	40.4	207.2	22.2	0.1	70.9	55.1	108.2	88.6	89.3	47.4
Queue Length 50th (ft)	44	718	~181	215	0	115	9	~347	255	263	174
Queue Length 95th (ft)	#98	#897	m#253	#900	m0	157	29	#516	#415	#425	#333
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	88	2511	232	2623	1213	784	425	376	324	330	417
Starvation Cap Reductn	0	0	0	116	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.92	1.29	0.96	0.05	0.32	0.03	1.07	0.85	0.85	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Future Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2158	158	299	2397	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	19	0	0	62	0	0	82
Lane Group Flow (vph)	49	2311	0	299	2397	46	250	11	340	274	281	277
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	67.7		7.5	70.2	95.4	14.6	14.6	22.1	25.2	25.2	30.2
Effective Green, g (s)	7.0	69.7		9.5	72.2	99.4	14.6	14.6	22.1	25.2	25.2	30.2
Actuated g/C Ratio	0.05	0.50		0.07	0.52	0.71	0.10	0.10	0.16	0.18	0.18	0.22
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	88	2505		232	2622	1123	358	194	249	302	308	341
v/s Ratio Prot	0.03	0.46		c0.09	c0.47	0.01	0.07	0.01	c0.07	0.16	c0.16	0.03
v/s Ratio Perm						0.02			0.14			0.15
v/c Ratio	0.56	0.92		1.29	0.91	0.04	0.70	0.06	1.36	0.91	0.91	0.81
Uniform Delay, d1	65.0	32.6		65.2	31.1	6.1	60.6	56.5	58.9	56.3	56.3	52.2
Progression Factor	1.00	1.00		1.22	0.48	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	7.1		149.6	4.3	0.0	4.7	0.0	187.5	28.4	29.3	13.1
Delay (s)	69.3	39.8		228.9	19.1	0.3	65.3	56.5	246.5	84.7	85.6	65.3
Level of Service	E	D		F	B	A	E	E	F	F	F	E
Approach Delay (s)		40.4			41.4			175.0			77.4	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	59.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2114	874	2098	695	642
v/c Ratio	0.42	0.55	0.82	0.90	0.53
Control Delay	0.1	0.9	29.7	52.5	30.3
Queue Delay	0.0	0.0	0.7	0.0	0.0
Total Delay	0.1	0.9	30.4	52.5	30.3
Queue Length 50th (ft)	0	0	592	562	232
Queue Length 95th (ft)	m0	m0	661	733	286
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2544	828	1303
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	175	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.55	0.89	0.84	0.49

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Future Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		140.0	140.0		68.0		59.0		59.0		
Effective Green, g (s)		140.0	140.0		70.0		61.0		61.0		
Actuated g/C Ratio		1.00	1.00		0.50		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2542		771		1214		
v/s Ratio Prot		0.42			c0.41		c0.39		0.23		
v/s Ratio Perm			0.55								
v/c Ratio		0.42	0.55		0.83		0.90		0.53		
Uniform Delay, d1		0.0	0.0		29.8		36.7		29.0		
Progression Factor		1.00	1.00		0.89		1.00		1.00		
Incremental Delay, d2		0.1	0.5		2.4		13.7		0.3		
Delay (s)		0.1	0.5		28.8		50.4		29.3		
Level of Service		A	A		C		D		C		
Approach Delay (s)		0.2			28.8			40.3		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	2038	2315	804	750	789
v/c Ratio	0.70	0.80	0.51	0.45	0.81
Control Delay	13.5	12.3	0.8	19.1	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	12.3	0.8	19.1	27.8
Queue Length 50th (ft)	249	283	0	87	159
Queue Length 95th (ft)	273	m319	m0	118	#240
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2908	2908	1568	1710	991
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.80	0.51	0.44	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1875	0	0	2130	740	690	0	750	0	0	0
Future Volume (vph)	0	1875	0	0	2130	740	690	0	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	2038	0	0	2315	804	750	0	789	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	37	0	0	0
Lane Group Flow (vph)	0	2038	0	0	2315	804	750	0	752	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		38.0			38.0	70.0	21.5		21.5			
Effective Green, g (s)		40.0			40.0	70.0	23.5		23.5			
Actuated g/C Ratio		0.57			0.57	1.00	0.34		0.34			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2905			2905	1568	1675		935			
v/s Ratio Prot		0.40			c0.46		0.15		c0.27			
v/s Ratio Perm						0.51						
v/c Ratio		0.70			0.80	0.51	0.45		0.80			
Uniform Delay, d1		10.7			11.8	0.0	18.2		21.2			
Progression Factor		1.12			0.92	1.00	1.00		1.00			
Incremental Delay, d2		1.3			1.2	0.6	0.2		5.1			
Delay (s)		13.3			12.1	0.6	18.4		26.3			
Level of Service		B			B	A	B		C			
Approach Delay (s)		13.3			9.1			22.4			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	2413	337	152	2505	315	11	141	136	54	337
v/c Ratio	0.92	0.86	0.36	1.00	0.86	1.08	0.03	0.37	0.43	0.16	0.88
Control Delay	116.0	24.1	8.7	135.8	30.2	125.0	43.4	9.7	46.2	46.5	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.0	24.1	8.7	135.8	30.2	125.0	43.4	9.7	46.2	46.5	57.8
Queue Length 50th (ft)	91	560	95	141	676	~286	8	2	100	42	197
Queue Length 95th (ft)	m#162	#919	m180	#290	#954	#351	25	56	144	75	291
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	112	2799	928	152	2910	291	492	520	313	505	520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.86	0.36	1.00	0.86	1.08	0.02	0.27	0.43	0.11	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Future Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.72	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1345	1863	1583	1341	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2413	337	152	2467	38	315	11	141	136	54	337
RTOR Reduction (vph)	0	0	57	0	1	0	0	0	115	0	0	103
Lane Group Flow (vph)	103	2413	280	152	2504	0	315	11	26	136	54	234
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	6.9	75.1	75.1	10.1	78.3		28.8	23.8	23.8	30.8	24.8	24.8
Effective Green, g (s)	8.9	77.1	77.1	12.1	80.3		28.8	23.8	23.8	30.8	24.8	24.8
Actuated g/C Ratio	0.06	0.55	0.55	0.09	0.57		0.21	0.17	0.17	0.22	0.18	0.18
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	112	2800	871	152	2910		291	316	269	313	330	280
v/s Ratio Prot	0.06	0.47		c0.09	c0.49		c0.04	0.01		0.02	0.03	
v/s Ratio Perm			0.18				c0.18		0.02	0.08		0.15
v/c Ratio	0.92	0.86	0.32	1.00	0.86		1.08	0.03	0.10	0.43	0.16	0.84
Uniform Delay, d1	65.2	26.9	17.2	64.0	25.1		54.9	48.5	49.0	46.6	48.8	55.6
Progression Factor	1.01	0.74	0.66	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	46.0	2.6	0.7	73.0	3.6		76.5	0.0	0.1	0.4	0.1	18.3
Delay (s)	111.6	22.6	12.0	136.9	28.7		131.4	48.5	49.1	46.9	48.9	73.9
Level of Service	F	C	B	F	C		F	D	D	D	D	E
Approach Delay (s)		24.6			34.9			104.6			64.4	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: S Military Trail & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	397	1924	212	473	2571	554	223	717	391	272	967	538
v/c Ratio	1.28	0.83	0.23	0.87	1.38	0.57	1.14	1.08	0.65	1.26	1.41	0.34
Control Delay	201.6	41.8	3.9	67.9	205.2	10.0	171.6	117.2	29.6	205.0	236.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	201.6	41.8	3.9	67.9	205.2	10.0	171.6	117.2	29.6	205.0	236.9	0.6
Queue Length 50th (ft)	~269	641	11	254	~1887	173	~140	~438	218	~182	~710	0
Queue Length 95th (ft)	#381	705	52	#335	#2001	228	#232	#570	315	#282	#850	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	311	2327	941	555	1857	970	195	665	605	216	687	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.28	0.83	0.23	0.85	1.38	0.57	1.14	1.08	0.65	1.26	1.41	0.34

Intersection Summary

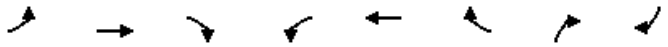
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Future Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	1924	212	473	2571	554	223	717	391	272	967	538
RTOR Reduction (vph)	0	0	92	0	0	57	0	0	48	0	0	0
Lane Group Flow (vph)	397	1924	120	473	2571	497	223	717	343	272	967	538
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	12.5	71.2	78.3	23.3	82.0	90.1	7.1	28.1	51.4	8.1	29.1	160.0
Effective Green, g (s)	14.5	73.2	82.3	25.3	84.0	94.1	9.1	30.1	55.4	10.1	31.1	160.0
Actuated g/C Ratio	0.09	0.46	0.51	0.16	0.52	0.59	0.06	0.19	0.35	0.06	0.19	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	311	2326	814	542	1857	931	195	665	548	216	687	1583
v/s Ratio Prot	c0.12	0.38	0.01	0.14	c0.73	0.03	0.06	c0.20	0.10	0.08	c0.27	
v/s Ratio Perm			0.07			0.28			0.12			0.34
v/c Ratio	1.28	0.83	0.15	0.87	1.38	0.53	1.14	1.08	0.63	1.26	1.41	0.34
Uniform Delay, d1	72.8	37.9	20.4	65.8	38.0	19.8	75.5	65.0	43.6	75.0	64.5	0.0
Progression Factor	1.00	1.00	1.00	0.86	0.91	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	147.0	3.5	0.0	9.2	175.1	0.2	108.4	57.9	1.6	148.5	192.0	0.6
Delay (s)	219.8	41.4	20.4	65.5	209.7	14.9	183.9	122.8	45.2	223.4	256.5	0.6
Level of Service	F	D	C	E	F	B	F	F	D	F	F	A
Approach Delay (s)		67.6			160.7			110.3			174.0	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	130.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	124.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



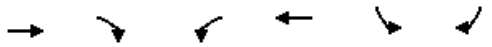
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	82	2429	76	152	2815	125	598	783
v/c Ratio	0.07	0.73	0.07	0.18	0.77	0.14	0.68	0.89
Control Delay	20.2	6.3	0.8	23.7	14.7	2.7	27.4	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	6.3	0.8	23.7	14.7	2.7	27.4	35.1
Queue Length 50th (ft)	18	116	0	39	436	15	96	136
Queue Length 95th (ft)	m23	m196	m3	m47	m411	m21	142	189
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	1262	3368	1074	827	3668	925	875	1000
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.72	0.07	0.18	0.77	0.14	0.68	0.78

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2235	70	140	2590	115	0	0	550	0	0	720
Future Volume (vph)	75	2235	70	140	2590	115	0	0	550	0	0	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	2429	76	152	2815	125	0	0	598	0	0	783
RTOR Reduction (vph)	0	0	26	0	0	53	0	0	96	0	0	86
Lane Group Flow (vph)	82	2429	50	152	2815	72	0	0	502	0	0	697
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	24.2	50.7	50.7	17.3	43.8	43.8			17.3			24.2
Effective Green, g (s)	26.2	52.7	52.7	19.3	45.8	45.8			17.3			24.2
Actuated g/C Ratio	0.33	0.66	0.66	0.24	0.57	0.57			0.22			0.30
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	1102	3349	1042	828	3668	872			780			795
v/s Ratio Prot	0.02	0.48		0.04	c0.44				0.14			c0.27
v/s Ratio Perm			0.03			0.05						
v/c Ratio	0.07	0.73	0.05	0.18	0.77	0.08			0.64			0.88
Uniform Delay, d1	18.5	8.9	4.8	24.1	13.0	7.7			28.5			26.5
Progression Factor	1.15	0.62	0.76	0.97	1.02	1.78			1.00			1.00
Incremental Delay, d2	0.0	0.4	0.0	0.0	0.8	0.1			1.6			10.4
Delay (s)	21.4	6.0	3.7	23.3	14.1	13.7			30.2			36.9
Level of Service	C	A	A	C	B	B			C			D
Approach Delay (s)		6.4			14.5			30.2			36.9	
Approach LOS		A			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2245	758	884	1799	326	1253
v/c Ratio	1.14	0.48	0.89	0.62	0.26	1.21
Control Delay	110.9	0.7	60.6	11.0	35.5	145.4
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	110.9	0.7	60.6	11.3	35.5	145.4
Queue Length 50th (ft)	~669	0	0	224	121	~903
Queue Length 95th (ft)	#730	0	m0	m232	161	#1055
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	1961	1583	995	2907	1278	1038
Starvation Cap Reductn	0	0	0	487	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.48	0.89	0.74	0.26	1.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱↱
Traffic Volume (vph)	0	2065	720	840	1655	0	0	0	0	310	0	1190
Future Volume (vph)	0	2065	720	840	1655	0	0	0	0	310	0	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2245	758	884	1799	0	0	0	0	326	0	1253
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2245	758	884	1799	0	0	0	0	326	0	1253
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		39.6	160.0	44.4	89.5					57.6		57.6
Effective Green, g (s)		41.6	160.0	42.0	87.1					59.6		59.6
Actuated g/C Ratio		0.26	1.00	0.26	0.54					0.37		0.37
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		1961	1583	901	2768					1278		1038
v/s Ratio Prot		c0.30		c0.26	0.35					0.09		
v/s Ratio Perm			0.48									c0.45
v/c Ratio		1.14	0.48	0.98	0.65					0.26		1.21
Uniform Delay, d1		59.2	0.0	58.6	25.7					34.8		50.2
Progression Factor		0.76	1.00	0.93	0.44					1.00		1.00
Incremental Delay, d2		69.8	0.7	22.8	0.5					0.0		102.4
Delay (s)		114.9	0.7	77.2	11.9					34.8		152.6
Level of Service		F	A	E	B					C		F
Approach Delay (s)		86.1			33.4			0.0			128.3	
Approach LOS		F			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	75.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1495	1053	1723	337	958	716
v/c Ratio	0.45	0.38	0.30	0.21	1.02	1.06
Control Delay	1.3	5.9	2.7	0.2	98.4	111.7
Queue Delay	0.7	0.0	0.0	0.0	0.0	0.0
Total Delay	2.0	5.9	2.7	0.2	98.4	111.7
Queue Length 50th (ft)	5	138	50	0	~376	~358
Queue Length 95th (ft)	m5	m68	m57	m0	#470	#470
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3356	2787	5709	1583	935	676
Starvation Cap Reductn	1358	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.38	0.30	0.21	1.02	1.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1375	1000	0	1585	320	910	0	680	0	0	0
Future Volume (vph)	0	1375	1000	0	1585	320	910	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1495	1053	0	1723	337	958	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1495	1053	0	1723	337	958	0	716	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		103.2	160.0		119.2	160.0	28.0		28.0			
Effective Green, g (s)		105.2	160.0		121.2	160.0	30.0		30.0			
Actuated g/C Ratio		0.66	1.00		0.76	1.00	0.19		0.19			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3343	2787		5714	1583	935		676			
v/s Ratio Prot		c0.29			0.23		0.19		c0.20			
v/s Ratio Perm			c0.38			0.21						
v/c Ratio		0.45	0.38		0.30	0.21	1.02		1.06			
Uniform Delay, d1		13.3	0.0		6.1	0.0	65.0		65.0			
Progression Factor		0.10	1.00		0.43	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.0		0.0	0.2	35.8		51.3			
Delay (s)		1.3	0.0		2.6	0.2	100.8		116.3			
Level of Service		A	A		A	A	F		F			
Approach Delay (s)		0.8			2.2			107.5			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	1712	255	239	1348	125	304	147	136	261	310	418
v/c Ratio	0.71	0.94	0.35	0.84	0.80	0.19	0.94	0.26	0.27	0.57	0.93	0.79
Control Delay	44.6	26.7	2.9	63.5	28.9	1.2	62.7	32.4	1.3	23.6	69.9	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	26.7	2.9	63.5	28.9	1.2	62.7	32.4	1.3	23.6	69.9	22.3
Queue Length 50th (ft)	74	415	38	61	222	0	111	34	0	93	154	53
Queue Length 95th (ft)	m86	m395	m43	#123	277	7	#272	64	0	154	#304	#198
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	373	1812	728	283	1679	657	322	555	500	531	333	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.94	0.35	0.84	0.80	0.19	0.94	0.26	0.27	0.49	0.93	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Future Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.32	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	591	3539	1583	1081	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	266	1712	255	239	1348	125	304	147	136	261	310	418
RTOR Reduction (vph)	0	0	164	0	0	84	0	0	115	0	0	246
Lane Group Flow (vph)	266	1712	91	239	1348	41	304	147	21	261	310	172
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	6.7	26.5	26.5	4.6	24.4	24.4	23.0	12.6	12.6	26.4	14.3	14.3
Effective Green, g (s)	8.7	28.5	28.5	6.6	26.4	26.4	23.0	12.6	12.6	26.4	14.3	14.3
Actuated g/C Ratio	0.11	0.36	0.36	0.08	0.33	0.33	0.29	0.16	0.16	0.33	0.18	0.18
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	373	1811	563	283	1678	522	323	557	249	460	333	282
v/s Ratio Prot	0.08	c0.34		0.07	c0.27		c0.12	0.04		0.09	c0.17	
v/s Ratio Perm			0.06			0.03	0.15		0.01	0.10		0.11
v/c Ratio	0.71	0.95	0.16	0.84	0.80	0.08	0.94	0.26	0.09	0.57	0.93	0.61
Uniform Delay, d1	34.4	25.0	17.6	36.2	24.4	18.4	25.6	29.6	28.8	21.1	32.4	30.3
Progression Factor	1.04	0.66	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	9.5	0.5	19.3	4.2	0.3	34.5	0.1	0.1	1.0	31.6	2.7
Delay (s)	39.9	26.1	17.7	55.5	28.6	18.7	60.1	29.7	28.8	22.0	63.9	33.0
Level of Service	D	C	B	E	C	B	E	C	C	C	E	C
Approach Delay (s)		26.8			31.6			45.3			39.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2777	272	2571	125	130
v/c Ratio	0.65	0.95	0.65	0.67	0.46
Control Delay	20.2	96.2	2.7	72.8	13.6
Queue Delay	0.0	43.4	0.3	0.0	0.0
Total Delay	20.3	139.6	3.0	72.8	13.6
Queue Length 50th (ft)	374	198	65	103	0
Queue Length 95th (ft)	448	#397	45	164	58
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4288	285	3961	503	543
Starvation Cap Reductn	0	57	613	0	0
Spillback Cap Reductn	153	0	0	0	2
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	1.19	0.77	0.25	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2460	95	250	2365	115	120
Future Volume (vph)	2460	95	250	2365	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7502		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7502		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2674	103	272	2571	125	130
RTOR Reduction (vph)	3	0	0	0	0	116
Lane Group Flow (vph)	2774	0	272	2571	125	14
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	72.3		19.0	99.3	13.7	13.7
Effective Green, g (s)	74.3		21.0	101.3	13.7	13.7
Actuated g/C Ratio	0.57		0.16	0.78	0.11	0.11
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4287		285	3962	186	166
v/s Ratio Prot	0.37		c0.15	c0.51	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.65		0.95	0.65	0.67	0.08
Uniform Delay, d1	18.9		54.0	6.4	56.0	52.5
Progression Factor	1.00		1.12	0.30	1.00	1.00
Incremental Delay, d2	0.3		34.2	0.2	7.3	0.1
Delay (s)	19.2		94.8	2.1	63.3	52.6
Level of Service	B		F	A	E	D
Approach Delay (s)	19.2			11.0	57.8	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	196	2609	2674	315	207	168
v/c Ratio	1.03	0.52	0.67	0.28	0.57	0.53
Control Delay	106.8	2.2	13.6	1.1	61.0	13.6
Queue Delay	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay	106.8	2.3	13.6	1.1	61.0	13.8
Queue Length 50th (ft)	~177	25	375	1	87	0
Queue Length 95th (ft)	#335	38	470	m11	122	65
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	190	4992	4006	1107	977	570
Starvation Cap Reductn	0	737	0	0	0	0
Spillback Cap Reductn	0	0	192	0	0	61
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.61	0.70	0.28	0.21	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2400	2460	290	190	155
Future Volume (vph)	180	2400	2460	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2609	2674	315	207	168
RTOR Reduction (vph)	0	0	0	118	0	150
Lane Group Flow (vph)	196	2609	2674	197	207	18
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	99.3	79.3	79.3	13.7	13.7
Effective Green, g (s)	14.0	101.3	81.3	81.3	13.7	13.7
Actuated g/C Ratio	0.11	0.78	0.63	0.63	0.11	0.11
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	190	4993	4007	989	361	166
v/s Ratio Prot	c0.11	0.41	c0.42		c0.06	
v/s Ratio Perm				0.12		0.01
v/c Ratio	1.03	0.52	0.67	0.20	0.57	0.11
Uniform Delay, d1	58.0	5.3	15.7	10.4	55.4	52.6
Progression Factor	0.68	0.33	0.80	0.61	1.00	1.00
Incremental Delay, d2	66.0	0.0	0.2	0.0	1.4	0.1
Delay (s)	105.3	1.8	12.8	6.3	56.7	52.7
Level of Service	F	A	B	A	E	D
Approach Delay (s)		9.0	12.1		54.9	
Approach LOS		A	B		D	

Intersection Summary			
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2054	737	2174	589	789
v/c Ratio	0.62	0.47	0.83	0.55	0.90
Control Delay	11.0	2.3	14.1	20.7	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	2.3	14.1	20.7	37.3
Queue Length 50th (ft)	204	21	230	97	167
Queue Length 95th (ft)	304	60	291	143	#279
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3308	1583	2625	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.47	0.83	0.54	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Future Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.6	65.0		31.6		18.4		18.4		
Effective Green, g (s)		33.6	65.0		33.6		20.4		20.4		
Actuated g/C Ratio		0.52	1.00		0.52		0.31		0.31		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3312	1583		2628		1077		874		
v/s Ratio Prot		0.32			c0.43		0.17		c0.28		
v/s Ratio Perm			0.47								
v/c Ratio		0.62	0.47		0.83		0.55		0.90		
Uniform Delay, d1		11.2	0.0		13.3		18.5		21.4		
Progression Factor		0.90	1.00		0.89		1.00		1.00		
Incremental Delay, d2		0.8	0.9		2.1		0.5		12.5		
Delay (s)		10.9	0.9		13.9		18.9		33.8		
Level of Service		B	A		B		B		C		
Approach Delay (s)		8.2			13.9			27.5		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1880	1891	453	1200	705
v/c Ratio	0.74	0.75	0.29	0.84	0.61
Control Delay	19.1	15.1	0.2	40.0	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	15.1	0.2	40.0	31.7
Queue Length 50th (ft)	391	170	0	453	255
Queue Length 95th (ft)	411	m213	m0	522	311
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2537	2537	1583	1544	1254
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.75	0.29	0.78	0.56

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Future Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		62.9			62.9	130.0	52.1		52.1		
Effective Green, g (s)		64.9			64.9	130.0	54.1		54.1		
Actuated g/C Ratio		0.50			0.50	1.00	0.42		0.42		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2538			2538	1583	1428		1159		
v/s Ratio Prot		0.37			c0.37		c0.35		0.25		
v/s Ratio Perm						0.29					
v/c Ratio		0.74			0.75	0.29	0.84		0.61		
Uniform Delay, d1		25.9			26.0	0.0	34.1		29.7		
Progression Factor		0.65			0.53	1.00	1.00		1.00		
Incremental Delay, d2		1.0			0.9	0.2	4.6		0.8		
Delay (s)		17.9			14.6	0.2	38.6		30.4		
Level of Service		B			B	A	D		C		
Approach Delay (s)		17.9			11.8			35.6		0.0	
Approach LOS		B			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	511	2098	114	1820	261	337	120	87	266	418
v/c Ratio	0.97	0.84	0.93	0.88	1.09	0.82	0.24	0.51	0.76	0.89
Control Delay	83.2	28.7	125.3	41.7	120.8	64.3	1.1	42.8	63.2	47.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	28.7	125.3	41.7	120.8	64.3	1.1	42.8	63.2	47.0
Queue Length 50th (ft)	234	368	97	510	~197	272	0	53	214	184
Queue Length 95th (ft)	#343	#602	#217	#690	#280	358	0	87	291	303
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	528	2491	122	2073	240	515	583	171	458	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.84	0.93	0.88	1.09	0.65	0.21	0.51	0.58	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Future Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5000		1770	5026		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.25	1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	3433	5000		1770	5026		473	1863	1583	477	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	1864	234	114	1679	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	11	0	0	6	0	0	0	94	0	0	170
Lane Group Flow (vph)	511	2087	0	114	1814	0	261	337	26	87	266	248
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	18.0	62.5		7.0	51.5		38.6	28.6	28.6	30.4	24.5	24.5
Effective Green, g (s)	20.0	64.5		9.0	53.5		38.6	28.6	28.6	30.4	24.5	24.5
Actuated g/C Ratio	0.15	0.50		0.07	0.41		0.30	0.22	0.22	0.23	0.19	0.19
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	528	2480		122	2068		240	409	348	170	351	298
v/s Ratio Prot	c0.15	c0.42		0.06	0.36		c0.08	c0.18		0.02	0.14	
v/s Ratio Perm							c0.24		0.02	0.10		0.16
v/c Ratio	0.97	0.84		0.93	0.88		1.09	0.82	0.08	0.51	0.76	0.83
Uniform Delay, d1	54.7	28.3		60.2	35.2		43.3	48.3	40.2	40.9	49.9	50.8
Progression Factor	1.05	0.88		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.0	2.7		60.3	5.6		83.4	12.1	0.0	1.1	8.1	17.1
Delay (s)	82.4	27.7		120.6	40.8		126.7	60.4	40.3	41.9	58.0	67.9
Level of Service	F	C		F	D		F	E	D	D	E	E
Approach Delay (s)		38.4			45.5			81.1			61.5	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	48.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX M

2020 & 2040 Build 2 Freeway HCS Operational Analysis

FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4335	0.95	3	0	1.5	1.2	0.985	1.00	4632
V_{RF}	355	0.92	2	0	1.5	1.2	0.990	1.00	390
V_{FR}	800	0.92	2	0	1.5	1.2	0.990	1.00	878
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4632							V =	5900
V_W	1268								
VR	0.215								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1268 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1703 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1474 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3177 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	772

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5819 veh/h	Weaving intensity factor, W	0.284
Weaving segment capacity, c_w	8761 veh/h	Weaving segment speed, S	54.6 mph
Weaving segment v/c ratio	0.664	Average weaving speed, S_W	57.8 mph
Weaving segment density, D	27.0 pc/mi/ln	Average non-weaving speed, S_{NW}	53.8 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	4689 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4690*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1670*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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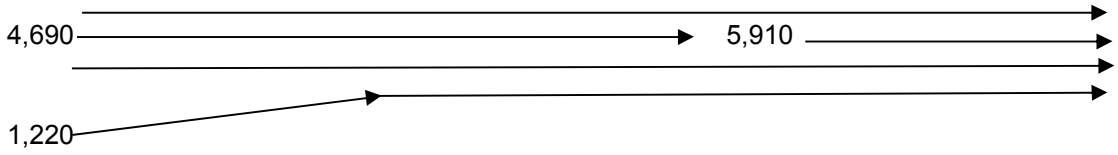
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**5,910**	vph	
	v_r =	**1,220**	vph	
	v_f =	**4,690**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,314**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,297**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,011**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,314	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,011	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,297	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5910*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1579*	pc/h/ln
S	*68.3*	mph
D = v_p / S	*23.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Freeway Number of Lanes, N	4
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	1500
Deceleration Lane Length L_D	
Freeway Volume, V_F	5910
Ramp Volume, V_R	860
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	50.0

Downstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{down} = 6200 ft

V_D = 1160 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5910	0.95	Level	3	0	0.985	1.00	6314
Ramp	860	0.92	Level	2	0	0.990	1.00	944
UpStream								
DownStream	1160	0.92	Level	2	0	0.990	1.00	1273

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.100 using Equation (Exhibit 13-6)

V_{12} = 630 pc/h

V_3 or V_{av34} 2842 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2525 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7258	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3772	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 26.6 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.341 (Exibit 13-11)

S_R= 60.5 mph (Exhibit 13-11)

S_0= 65.9 mph (Exhibit 13-11)

S = 62.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6770*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2411*	pc/h/ln
S	*53.0*	mph
D = v_p / S	*45.5*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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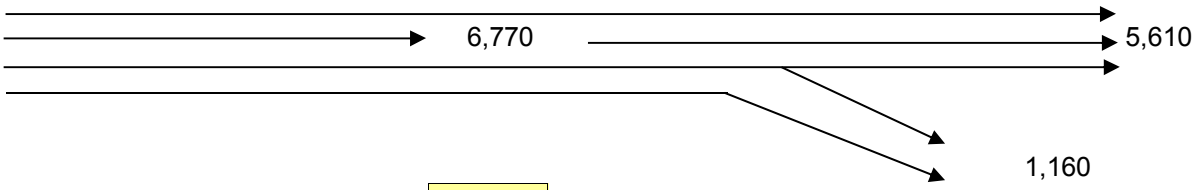
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**6,770**	vph	
	v_r =	**1,160**	vph	
	v_f =	**5,610**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.990099**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,233**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,233**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,994**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 31.6 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	7,233	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,994	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,233	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5610*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1998*	pc/h/ln
S	*62.6*	mph
D = v_p / S	*31.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	5610	V_D =	1010 veh/h
		Ramp Volume, V_R	1250		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5610	0.95	Level	3	0	0.985	1.00	5994
Ramp	1250	0.92	Level	2	0	0.990	1.00	1372
UpStream								
DownStream	1010	0.92	Level	2	0	0.990	1.00	1109

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.547 using Equation (Exhibit 13-7)

V_{12} = 3900 pc/h

V_3 or V_{av34} 2094 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5994	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4622	Exhibit 13-8	7200	No
V_R	1372	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3900	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.0 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.421 (Exhibit 13-12)

S_R= 58.2 mph (Exhibit 13-12)

S_0= 72.5 mph (Exhibit 13-12)

S = 62.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4360*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1553*	pc/h/ln
S	*68.6*	mph
D = v_p / S	*22.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1250 veh/h	Freeway Volume, V_F	4360	V_D =	veh/h
		Ramp Volume, V_R	1010		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4360	0.95	Level	3	0	0.985	1.00	4658
Ramp	1010	0.92	Level	2	0	0.990	1.00	1109
UpStream	1250	0.92	Level	2	0	0.990	1.00	1372
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1979.94 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2847 pc/h

V_3 or V_{av34} 1811 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2847 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5767	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3956	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 28.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.405 (Exibit 13-11)

S_R= 58.7 mph (Exhibit 13-11)

S_0= 65.3 mph (Exhibit 13-11)

S = 60.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 12-Bet On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5370*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1912*	pc/h/ln
S	*64.1*	mph
D = v_p / S	*29.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4455	0.95	3	0	1.5	1.2	0.985	1.00	4760
V_{RF}	1125	0.92	2	0	1.5	1.2	0.990	1.00	1235
V_{FR}	915	0.92	2	0	1.5	1.2	0.990	1.00	1005
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	7000							V =	7137
V_W	137								
VR	0.019								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1037 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3250 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4287 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2254

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7043 veh/h	Weaving intensity factor, W	0.214
Weaving segment capacity, c_w	9064 veh/h	Weaving segment speed, S	58.5 mph
Weaving segment v/c ratio	0.777	Average weaving speed, S_W	60.3 mph
Weaving segment density, D	30.5 pc/mi/ln	Average non-weaving speed, S_{NW}	58.5 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5905 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5580*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1498*	pc/h/ln
S	*69.0*	mph
D = v_p / S	*21.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4195	0.95	3	0	1.5	1.2	0.985	1.00	4482
V_{RF}	415	0.92	2	0	1.5	1.2	0.990	1.00	456
V_{FR}	1560	0.92	2	0	1.5	1.2	0.990	1.00	1713
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4482							V =	6651
V_W	2169								
VR	0.326								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2169 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2604 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1443 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	4047 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	747

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6563 veh/h	Weaving intensity factor, W	0.344
Weaving segment capacity, c_w	7251 veh/h	Weaving segment speed, S	49.1 mph
Weaving segment v/c ratio	0.905	Average weaving speed, S_W	55.9 mph
Weaving segment density, D	33.8 pc/mi/ln	Average non-weaving speed, S_{NW}	46.4 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5866 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4610*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1642*	pc/h/ln
S	*67.7*	mph
D = v_p / S	*24.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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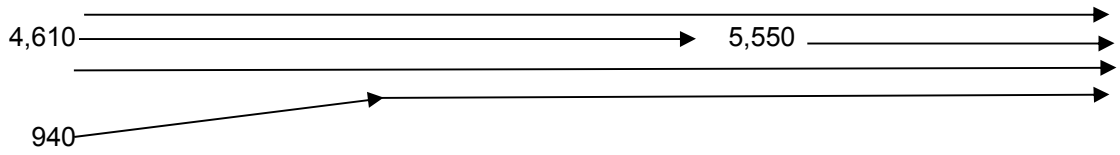
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**5,550**	vph	
	v_r =	**940**	vph	
	v_f =	**4,610**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,930**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**999**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,925**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	5,930	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	4,925	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	999	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5550*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1482*	pc/h/ln
S	*69.1*	mph
D = v_p / S	*21.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	5550	V_D =	1330 veh/h
		Ramp Volume, V_R	630		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5550	0.95	Level	3	0	0.985	1.00	5930
Ramp	630	0.92	Level	2	0	0.990	1.00	692
UpStream								
DownStream	1330	0.92	Level	2	0	0.990	1.00	1460

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.131 using Equation (Exhibit 13-6)

V_{12} = 779 pc/h

V_3 or V_{av34} 2575 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2372 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6622	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3348	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 23.3 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.282 (Exibit 13-11)

S_R= 62.1 mph (Exhibit 13-11)

S_0= 66.2 mph (Exhibit 13-11)

S = 64.0 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 6-Bet Exp On & Off to 10th*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6180*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2201*	pc/h/ln
S	*58.4*	mph
D = v_p / S	*37.7*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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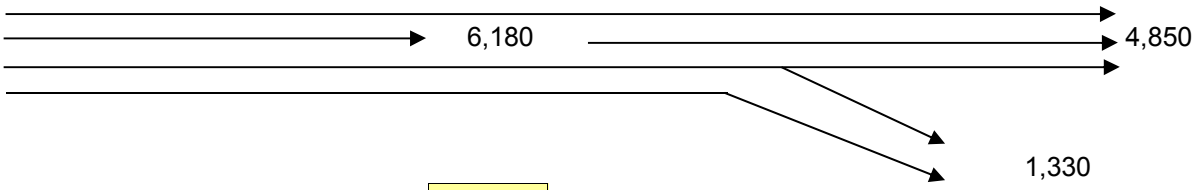
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**	
	v_{fr} =	**6,180**	vph
	v_r =	**1,330**	vph
	v_f =	**4,850**	
Upstream Freeway	**Tr % =**	**3%**	
Ramp	**Tr % =**	**2%**	
Downstream Freeway	**Tr % =**	**3%**	
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =	**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =	**0.990099**
flat terrain	**E_T =**	1.5	
	RV % =	0	
Driver Population adj.	**f_P =**	1.000	
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,603 pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,414 pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,182 pc/h**
No. lanes upstream of ramp	**N =**	**4**	

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 28.9 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,603	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,182	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,414	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4850*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1727*	pc/h/ln
S	*66.8*	mph
D = v_p / S	*25.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	4850	V_D =	1150 veh/h
		Ramp Volume, V_R	1250		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4850	0.95	Level	3	0	0.985	1.00	5182
Ramp	1250	0.92	Level	2	0	0.990	1.00	1372
UpStream								
DownStream	1150	0.92	Level	2	0	0.990	1.00	1262

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.567 using Equation (Exhibit 13-7)

V_{12} = 3534 pc/h

V_3 or V_{av34} 1648 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5182	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3810	Exhibit 13-8	7200	No
V_R	1372	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3534	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 32.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.421 (Exhibit 13-12)

S_R= 58.2 mph (Exhibit 13-12)

S_0= 74.3 mph (Exhibit 13-12)

S = 62.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 10-Bet Off & On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3600*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1282*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Downstream Adj Ramp
☑ Yes ☐ On	Freeway Number of Lanes, N: 3	☐ Yes ☐ On
☐ No ☑ Off	Ramp Number of Lanes, N: 1	☑ No ☐ Off
L_{up} = 2800 ft	Acceleration Lane Length, L_A: 1200	L_{down} = ft
V_u = 1250 veh/h	Deceleration Lane Length L_D:	V_D = veh/h
	Freeway Volume, V_F: 3600	
	Ramp Volume, V_R: 1150	
	Freeway Free-Flow Speed, S_{FF}: 70.0	
	Ramp Free-Flow Speed, S_{FR}: 50.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3600	0.95	Level	3	0	0.985	1.00	3846
Ramp	1150	0.92	Level	2	0	0.990	1.00	1262
UpStream	1250	0.92	Level	2	0	0.990	1.00	1372
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1838.91 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2350 pc/h

V_3 or V_{av34} 1496 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2350 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5108	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3612	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 25.5 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.345 (Exibit 13-11)

S_R= 60.3 mph (Exhibit 13-11)

S_0= 66.4 mph (Exhibit 13-11)

S = 62.0 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4750*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1692*	pc/h/ln
S	*67.2*	mph
D = v_p / S	*25.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4090	0.95	3	0	1.5	1.2	0.985	1.00	4370
V_{RF}	1130	0.92	2	0	1.5	1.2	0.990	1.00	1241
V_{FR}	660	0.92	2	0	1.5	1.2	0.990	1.00	725
V_{RR}	130	0.92	2	0	1.5	1.2	0.990	1.00	143
V_{NW}	6336							V =	6479
V_W	143								
VR	0.022								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	429 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1055 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3102 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4157 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2040

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6393 veh/h	Weaving intensity factor, W	0.209
Weaving segment capacity, c_w	9056 veh/h	Weaving segment speed, S	59.2 mph
Weaving segment v/c ratio	0.706	Average weaving speed, S_W	60.5 mph
Weaving segment density, D	27.4 pc/mi/ln	Average non-weaving speed, S_{NW}	59.1 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5932 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5220*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1401*	pc/h/ln
S	*69.5*	mph
D = v_p / S	*20.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4490*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1199*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*17.1*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3380	0.95	3	0	1.5	1.2	0.985	1.00	3611
V_{RF}	880	0.92	2	0	1.5	1.2	0.990	1.00	966
V_{FR}	1110	0.92	2	0	1.5	1.2	0.990	1.00	1219
V_{RR}	100	0.92	2	0	1.5	1.2	0.990	1.00	110
V_{NW}	5796							V =	5906
V_W	110								
VR	0.019								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	330 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	998 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	2982 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	3980 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2110

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5830 veh/h	Weaving intensity factor, W	0.183
Weaving segment capacity, c_w	9245 veh/h	Weaving segment speed, S	60.6 mph
Weaving segment v/c ratio	0.631	Average weaving speed, S_W	61.5 mph
Weaving segment density, D	24.4 pc/mi/ln	Average non-weaving speed, S_{NW}	60.5 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5900 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4260*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1517*	pc/h/ln
S	*68.8*	mph
D = v_p / S	*22.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	1200 ft
V_u =	veh/h	Freeway Volume, V_F	4260	V_D =	1290 veh/h
		Ramp Volume, V_R	1070		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4260	0.95	Level	3	0	0.985	1.00	4551
Ramp	1070	0.92	Level	2	0	0.990	1.00	1175
UpStream								
DownStream	1290	0.92	Level	2	0	0.990	1.00	1416

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.592 using Equation (Exhibit 13-7)

V_{12} = 3174 pc/h

V_3 or V_{av34} 1377 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4551	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3376	Exhibit 13-8	7200	No
V_R	1175	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3174	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 29.7 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.404 (Exhibit 13-12)

S_R= 58.7 mph (Exhibit 13-12)

S_0= 75.3 mph (Exhibit 13-12)

S = 62.9 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3190*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1136*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*16.2*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1070 veh/h	Freeway Volume, V_F	3190	V_D =	veh/h
		Ramp Volume, V_R	1290		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3190	0.95	Level	3	0	0.985	1.00	3408
Ramp	1290	0.92	Level	2	0	0.990	1.00	1416
UpStream	1070	0.92	Level	2	0	0.990	1.00	1175
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1733.74 (Equation 13-6 or 13-7)

P_{FM} = 0.575 using Equation (Exhibit 13-6)

V_{12} = 1958 pc/h

V_3 or V_{av34} 1450 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 1958 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4824	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3374	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 24.2 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.325 (Exibit 13-11)

S_R= 60.9 mph (Exhibit 13-11)

S_0= 66.6 mph (Exhibit 13-11)

S = 62.5 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4480*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1596*	pc/h/ln
S	*68.2*	mph
D = v_p / S	*23.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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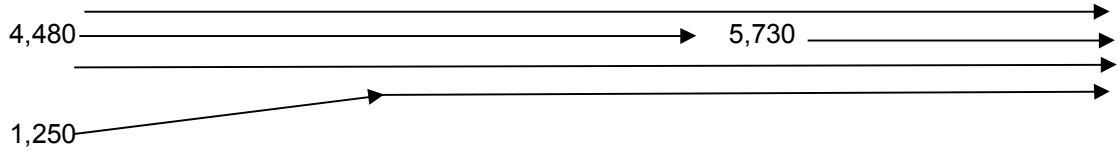
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**5,730**	vph	
	v_r =	**1,250**	vph	
	v_f =	**4,480**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,122**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,329**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,787**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	**Capacity Check (see Exhibits 25-3 and 25-7):**	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,122	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	4,787	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,329	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5730*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1531*	pc/h/ln
S	*68.7*	mph
D = v_p / S	*22.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1250 veh/h	Freeway Volume, V_F	5730	V_D =	veh/h
		Ramp Volume, V_R	830		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5730	0.95	Level	3	0	0.985	1.00	6122
Ramp	830	0.92	Level	2	0	0.990	1.00	911
UpStream	1250	0.92	Level	2	0	0.990	1.00	1372
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3183 pc/h

V_3 or V_{av34} 1469 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6122	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	5211	Exhibit 13-8	9600	No
V_R	911	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3183	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 31.7 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.380 (Exhibit 13-12)

S_R= 59.4 mph (Exhibit 13-12)

S_0= 75.6 mph (Exhibit 13-12)

S = 65.4 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4900*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1309*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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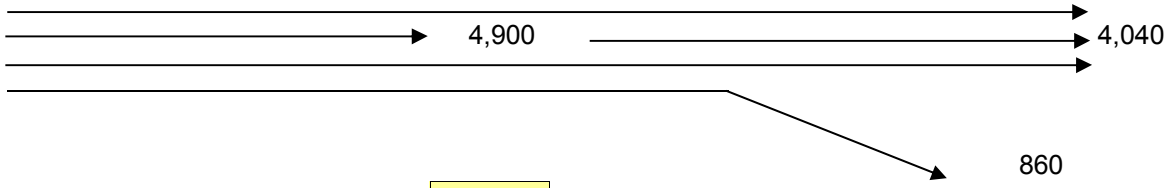
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**4,900**	vph	
	v_r =	**860**	vph	
	v_f =	**4,040**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,235**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**914**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,316**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 22.9 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	5,235	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	4,316	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	914	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 13-Bet Off & On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4040*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1439*	pc/h/ln
S	*69.3*	mph
D = v_p / S	*20.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3310	0.95	3	0	1.5	1.2	0.985	1.00	3536
V_{RF}	1780	0.92	2	0	1.5	1.2	0.990	1.00	1954
V_{FR}	730	0.92	2	0	1.5	1.2	0.990	1.00	801
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	3536							V =	6291
V_W	2755								
VR	0.438								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	792

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6213 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5399 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.151	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	7110 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 1-Bet Hillsboro & Palmetto*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5030*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1344*	pc/h/ln
S	*69.8*	mph
D = v_p / S	*19.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4070	0.95	3	0	1.5	1.2	0.985	1.00	4348
V_{RF}	770	0.92	2	0	1.5	1.2	0.990	1.00	845
V_{FR}	960	0.92	2	0	1.5	1.2	0.990	1.00	1054
V_{RR}	90	0.92	2	0	1.5	1.2	0.990	1.00	99
V_{NW}	6247							V =	6346
V_W	99								
VR	0.016								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	297 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	965 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3082 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4047 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2274

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6263 veh/h	Weaving intensity factor, W	0.185
Weaving segment capacity, c_w	9257 veh/h	Weaving segment speed, S	60.3 mph
Weaving segment v/c ratio	0.677	Average weaving speed, S_W	61.4 mph
Weaving segment density, D	26.3 pc/mi/ln	Average non-weaving speed, S_{NW}	60.2 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5872 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4840*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1724*	pc/h/ln
S	*66.8*	mph
D = v_p / S	*25.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp			Downstream Adj Ramp	
☐ Yes	☐ On	Freeway Number of Lanes, N: 3	☑ Yes	☑ On
☑ No	☐ Off	Ramp Number of Lanes, N: 1	☐ No	☐ Off
L_{up} =	ft	Acceleration Lane Length, L_A:	L_{down} =	1200 ft
V_u =	veh/h	Deceleration Lane Length L_D: 200	V_D =	1410 veh/h
		Freeway Volume, V_F: 4840		
		Ramp Volume, V_R: 820		
		Freeway Free-Flow Speed, S_{FF}: 70.0		
		Ramp Free-Flow Speed, S_{FR}: 45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4840	0.95	Level	3	0	0.985	1.00	5171
Ramp	820	0.92	Level	2	0	0.990	1.00	900
UpStream								
DownStream	1410	0.92	Level	2	0	0.990	1.00	1548

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.589 using Equation (Exhibit 13-7)

V_{12} = 3417 pc/h

V_3 or V_{av34} 1754 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5171	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4271	Exhibit 13-8	7200	No
V_R	900	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3417	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 31.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.379 (Exhibit 13-12)

S_R= 59.4 mph (Exhibit 13-12)

S_0= 73.8 mph (Exhibit 13-12)

S = 63.6 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4020*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1432*	pc/h/ln
S	*69.4*	mph
D = v_p / S	*20.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	820 veh/h	Freeway Volume, V_F	4020	V_D =	veh/h
		Ramp Volume, V_R	1410		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4020	0.95	Level	3	0	0.985	1.00	4295
Ramp	1410	0.92	Level	2	0	0.990	1.00	1548
UpStream	820	0.92	Level	2	0	0.990	1.00	900
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1951.80 (Equation 13-6 or 13-7)

P_{FM} = 0.561 using Equation (Exhibit 13-6)

V_{12} = 2409 pc/h

V_3 or V_{av34} 1886 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2454 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5843	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4002	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 29.1 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.424 (Exibit 13-11)

S_R= 58.1 mph (Exhibit 13-11)

S_0= 65.2 mph (Exhibit 13-11)

S = 60.2 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5430*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1934*	pc/h/ln
S	*63.8*	mph
D = v_p / S	*30.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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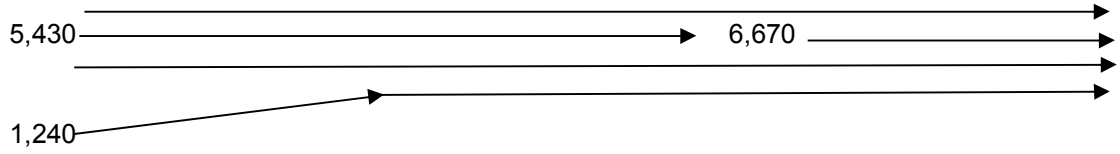
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**		
	v_{fr} **=**	**6,670**	vph	
	v_r **=**	**1,240**	vph	
	v_f **=**	**5,430**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	f_{HV} **=**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	f_{HV} **=**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	E_T **=**	1.5		
	RV % =	0		
Driver Population adj.	f_P **=**	1.000		
	V_{fr} **=**	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,126**	**pc/h**
	V_r **=**	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,318**	**pc/h**
	V_f **=**	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,802**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	7,126	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,802	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,318	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 9-Bet 10th & Exit to Exp*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6670*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1782*	pc/h/ln
S	*66.1*	mph
D = v_p / S	*27.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1240 veh/h	Freeway Volume, V_F	6670	V_D =	veh/h
		Ramp Volume, V_R	660		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6670	0.95	Level	3	0	0.985	1.00	7126
Ramp	660	0.92	Level	2	0	0.990	1.00	725
UpStream	1240	0.92	Level	2	0	0.990	1.00	1361
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3516 pc/h

V_3 or V_{av34} 1805 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7126	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	6401	Exhibit 13-8	9600	No
V_R	725	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3516	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.363 (Exhibit 13-12)

S_R= 59.8 mph (Exhibit 13-12)

S_0= 74.3 mph (Exhibit 13-12)

S = 65.7 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 11-Bet Off Exp Off Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6010*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1605*	pc/h/ln
S	*68.1*	mph
D = v_p / S	*23.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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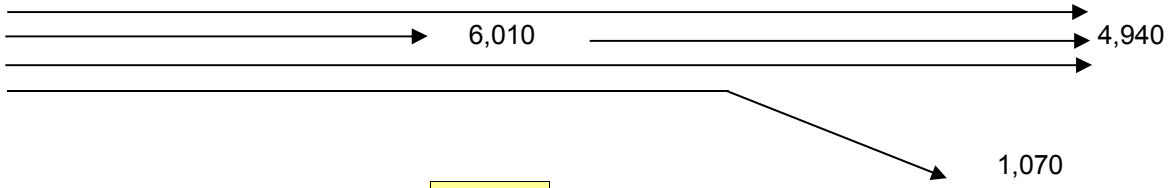
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**6,010**	vph	
	v_r =	**1,070**	vph	
	v_f =	**4,940**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,421**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,138**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,278**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 28.1 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,421	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,278	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,138	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*		From/To	*Seg 13-Bet Off & On Ramps*
Date Performed			Jurisdiction	
Analysis Time Period	*PM*		Analysis Year	*2020 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4940*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1759*	pc/h/ln
S	*66.4*	mph
D = v_p / S	*26.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 16- Bet Sample & Copans
Analysis Year	2020 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4175	0.95	3	0	1.5	1.2	0.985	1.00	4461
V_{RF}	1410	0.92	2	0	1.5	1.2	0.990	1.00	1548
V_{FR}	765	0.92	2	0	1.5	1.2	0.990	1.00	840
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4461							V =	6849
V_W	2388								
VR	0.349								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2388 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2837 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1514 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	4351 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	787

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6759 veh/h	Weaving intensity factor, W	0.348
Weaving segment capacity, c_w	6782 veh/h	Weaving segment speed, S	47.9 mph
Weaving segment v/c ratio	0.997	Average weaving speed, S_W	55.8 mph
Weaving segment density, D	35.7 pc/mi/ln	Average non-weaving speed, S_{NW}	44.6 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	6112 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4640	0.95	3	0	1.5	1.2	0.985	1.00	4957
V_{RF}	420	0.92	2	0	1.5	1.2	0.990	1.00	461
V_{FR}	970	0.92	2	0	1.5	1.2	0.990	1.00	1065
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4957							V =	6483
V_W	1526								
VR	0.235								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1526 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1961 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1541 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3502 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	826

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6396 veh/h	Weaving intensity factor, W	0.307
Weaving segment capacity, c_w	8698 veh/h	Weaving segment speed, S	52.5 mph
Weaving segment v/c ratio	0.735	Average weaving speed, S_W	57.1 mph
Weaving segment density, D	30.9 pc/mi/ln	Average non-weaving speed, S_{NW}	51.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4901 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 2-Bet Off & On from Sample*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5060*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1802*	pc/h/ln
S	*65.8*	mph
D = v_p / S	*27.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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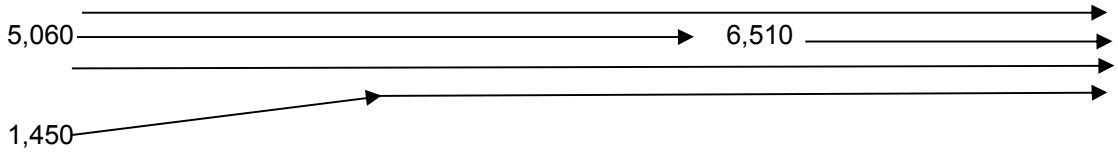
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**6,510**	vph	
	v_r =	**1,450**	vph	
	v_f =	**5,060**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,955**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,542**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,406**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,955	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,406	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,542	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6510*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1739*	pc/h/ln
S	*66.6*	mph
D = v_p / S	*26.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	6510	V_D =	1370 veh/h
		Ramp Volume, V_R	880		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6510	0.95	Level	3	0	0.985	1.00	6955
Ramp	880	0.92	Level	2	0	0.990	1.00	966
UpStream								
DownStream	1370	0.92	Level	2	0	0.990	1.00	1504

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.097 using Equation (Exhibit 13-6)

V_{12} = 675 pc/h

V_3 or V_{av34} 3140 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2782 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7921	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4081	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 29.2 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.402 (Exibit 13-11)

S_R= 58.7 mph (Exhibit 13-11)

S_0= 65.3 mph (Exhibit 13-11)

S = 61.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7390*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2632*	pc/h/ln
S	*46.2*	mph
D = v_p / S	*57.0*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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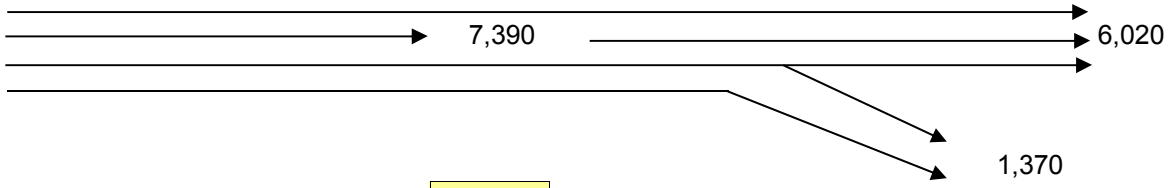
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**7,390**	vph	
	v_r =	**1,370**	vph	
	v_f =	**6,020**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,896**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,457**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**6,432**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 34.5 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	7,896	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	6,432	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,457	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6020*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2144*	pc/h/ln
S	*59.7*	mph
D = v_p / S	*35.9*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	6020	V_D =	1180 veh/h
		Ramp Volume, V_R	1330		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6020	0.95	Level	3	0	0.985	1.00	6432
Ramp	1330	0.92	Level	2	0	0.990	1.00	1460
UpStream								
DownStream	1180	0.92	Level	2	0	0.990	1.00	1295

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.532 using Equation (Exhibit 13-7)

V_{12} = 4105 pc/h

V_3 or V_{av34} 2327 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6432	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4972	Exhibit 13-8	7200	No
V_R	1460	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4105	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.8 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.429 (Exhibit 13-12)

S_R= 58.0 mph (Exhibit 13-12)

S_0= 71.6 mph (Exhibit 13-12)

S = 62.3 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4690*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1670*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1330 veh/h	Freeway Volume, V_F	4690	V_D =	veh/h
		Ramp Volume, V_R	1180		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4690	0.95	Level	3	0	0.985	1.00	5011
Ramp	1180	0.92	Level	2	0	0.990	1.00	1295
UpStream	1330	0.92	Level	2	0	0.990	1.00	1460
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2095.28 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 3062 pc/h

V_3 or V_{av34} 1949 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 3062 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6306	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4357	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 31.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.505 (Exibit 13-11)

S_R= 55.9 mph (Exhibit 13-11)

S_0= 64.8 mph (Exhibit 13-11)

S = 58.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5870*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2091*	pc/h/ln
S	*60.8*	mph
D = v_p / S	*34.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4950	0.95	3	0	1.5	1.2	0.985	1.00	5289
V_{RF}	1090	0.92	2	0	1.5	1.2	0.990	1.00	1197
V_{FR}	920	0.92	2	0	1.5	1.2	0.990	1.00	1010
V_{RR}	300	0.92	2	0	1.5	1.2	0.990	1.00	329
V_{NW}	7496							V =	7825
V_W	329								
VR	0.042								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	987 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1613 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3361 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4974 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2414

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7722 veh/h	Weaving intensity factor, W	0.240
Weaving segment capacity, c_w	9001 veh/h	Weaving segment speed, S	53.7 mph
Weaving segment v/c ratio	0.858	Average weaving speed, S_W	59.3 mph
Weaving segment density, D	36.4 pc/mi/ln	Average non-weaving speed, S_{NW}	53.5 mph
Level of Service, LOS	E	Maximum weaving length, L_{MAX}	6118 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6040*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1621*	pc/h/ln
S	*67.9*	mph
D = v_p / S	*23.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4355	0.95	3	0	1.5	1.2	0.985	1.00	4653
V_{RF}	495	0.92	2	0	1.5	1.2	0.990	1.00	543
V_{FR}	1810	0.92	2	0	1.5	1.2	0.990	1.00	1987
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4653							V =	7183
V_W	2530								
VR	0.352								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7090 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6713 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.056	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6151 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4850*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1727*	pc/h/ln
S	*66.8*	mph
D = v_p / S	*25.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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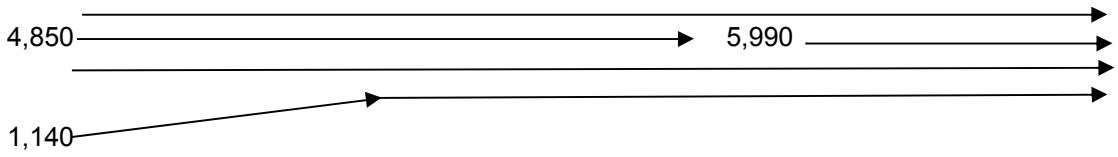
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**5,990**	vph	
	v_r =	**1,140**	vph	
	v_f =	**4,850**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,400**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,212**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,182**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,400	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,182	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,212	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5990*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1600*	pc/h/ln
S	*68.1*	mph
D = v_p / S	*23.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{up} = ft

V_u = veh/h

Freeway Number of Lanes, N	4
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	1500
Deceleration Lane Length L_D	
Freeway Volume, V_F	5990
Ramp Volume, V_R	660
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	50.0

Downstream Adj Ramp

☑ Yes ☐ On

☐ No ☑ Off

L_{down} = 6200 ft

V_D = 1580 veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5990	0.95	Level	3	0	0.985	1.00	6400
Ramp	660	0.92	Level	2	0	0.990	1.00	725
UpStream								
DownStream	1580	0.92	Level	2	0	0.990	1.00	1735

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.127 using Equation (Exhibit 13-6)

V_{12} = 814 pc/h

V_3 or V_{av34} 2793 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2560 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7125	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3592	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 25.4 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.313 (Exibit 13-11)

S_R= 61.2 mph (Exhibit 13-11)

S_0= 65.8 mph (Exhibit 13-11)

S = 63.4 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 6-Bet Exp On & Off to 10th*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6650*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2368*	pc/h/ln
S	*54.2*	mph
D = v_p / S	*43.7*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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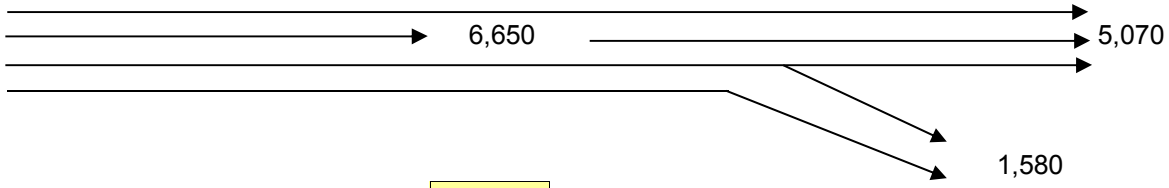
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**6,650**	vph	
	v_r =	**1,580**	vph	
	v_f =	**5,070**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,105**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,680**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,417**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 31.1 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	7,105	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,417	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,680	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5070*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1806*	pc/h/ln
S	*65.7*	mph
D = v_p / S	*27.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	5070	V_D =	1360 veh/h
		Ramp Volume, V_R	1320		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5070	0.95	Level	3	0	0.985	1.00	5417
Ramp	1320	0.92	Level	2	0	0.990	1.00	1449
UpStream								
DownStream	1360	0.92	Level	2	0	0.990	1.00	1493

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.558 using Equation (Exhibit 13-7)

V_{12} = 3663 pc/h

V_3 or V_{av34} 1754 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5417	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3968	Exhibit 13-8	7200	No
V_R	1449	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3663	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.0 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.428 (Exhibit 13-12)

S_R= 58.0 mph (Exhibit 13-12)

S_0= 73.8 mph (Exhibit 13-12)

S = 62.3 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3750*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1336*	pc/h/ln
S	*69.8*	mph
D = v_p / S	*19.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1320 veh/h	Freeway Volume, V_F	3750	V_D =	veh/h
		Ramp Volume, V_R	1360		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3750	0.95	Level	3	0	0.985	1.00	4007
Ramp	1360	0.92	Level	2	0	0.990	1.00	1493
UpStream	1320	0.92	Level	2	0	0.990	1.00	1449
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1922.80 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2449 pc/h

V_3 or V_{av34} 1558 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2449 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5500	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3942	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 28.0 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.402 (Exibit 13-11)

S_R= 58.7 mph (Exhibit 13-11)

S_0= 66.2 mph (Exhibit 13-11)

S = 60.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5110*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1820*	pc/h/ln
S	*65.5*	mph
D = v_p / S	*27.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4375	0.95	3	0	1.5	1.2	0.985	1.00	4674
V_{RF}	1185	0.92	2	0	1.5	1.2	0.990	1.00	1301
V_{FR}	735	0.92	2	0	1.5	1.2	0.990	1.00	807
V_{RR}	255	0.92	2	0	1.5	1.2	0.990	1.00	280
V_{NW}	6782							V =	7062
V_W	280								
VR	0.040								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	840 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1466 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3201 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4667 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2184

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6970 veh/h	Weaving intensity factor, W	0.229
Weaving segment capacity, c_w	9009 veh/h	Weaving segment speed, S	55.6 mph
Weaving segment v/c ratio	0.774	Average weaving speed, S_W	59.8 mph
Weaving segment density, D	31.7 pc/mi/ln	Average non-weaving speed, S_{NW}	55.5 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	6096 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 14-North of Hillsboro*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5560*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*4*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1492*	pc/h/ln
S	*69.0*	mph
D = v_p / S	*21.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 1-Bet Hillsboro & Palmetto*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4800*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f_{LW}		mph
Number of Lanes, N	*4*		f_{LC}		mph
Total Ramp Density, TRD		ramps/mi	TRD Adjustment		mph
FFS (measured)	*70.0*	mph	FFS	*70.0*	mph
Base free-flow Speed, BFFS		mph			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1282*	pc/h/ln	Design LOS	
S	*69.9*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
D = v_p / S	*18.3*	pc/mi/ln	S	mph
LOS	*C*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3505	0.95	3	0	1.5	1.2	0.985	1.00	3745
V_{RF}	1095	0.92	2	0	1.5	1.2	0.990	1.00	1202
V_{FR}	1295	0.92	2	0	1.5	1.2	0.990	1.00	1422
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	6369							V =	6506
V_W	137								
VR	0.021								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1079 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3109 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4188 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2318

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6424 veh/h	Weaving intensity factor, W	0.191
Weaving segment capacity, c_w	9241 veh/h	Weaving segment speed, S	59.3 mph
Weaving segment v/c ratio	0.695	Average weaving speed, S_W	61.2 mph
Weaving segment density, D	27.4 pc/mi/ln	Average non-weaving speed, S_{NW}	59.2 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5922 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4600*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1638*	pc/h/ln
S	*67.8*	mph
D = v_p / S	*24.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp			Downstream Adj Ramp	
☐ Yes	☐ On	Freeway Number of Lanes, N: 3	☑ Yes	☑ On
☑ No	☐ Off	Ramp Number of Lanes, N: 1	☐ No	☐ Off
L_{up} =	ft	Acceleration Lane Length, L_A:	L_{down} =	1200 ft
V_u =	veh/h	Deceleration Lane Length L_D: 200	V_D =	1600 veh/h
		Freeway Volume, V_F: 4600		
		Ramp Volume, V_R: 1330		
		Freeway Free-Flow Speed, S_{FF}: 70.0		
		Ramp Free-Flow Speed, S_{FR}: 45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4600	0.95	Level	3	0	0.985	1.00	4915
Ramp	1330	0.92	Level	2	0	0.990	1.00	1460
UpStream								
DownStream	1600	0.92	Level	2	0	0.990	1.00	1757

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.570 using Equation (Exhibit 13-7)

V_{12} = 3429 pc/h

V_3 or V_{av34} 1486 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4915	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3455	Exhibit 13-8	7200	No
V_R	1460	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3429	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 31.9 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.429 (Exhibit 13-12)

S_R= 58.0 mph (Exhibit 13-12)

S_0= 74.9 mph (Exhibit 13-12)

S = 62.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3270*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1165*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*16.6*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1330 veh/h	Freeway Volume, V_F	3270	V_D =	veh/h
		Ramp Volume, V_R	1600		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3270	0.95	Level	3	0	0.985	1.00	3494
Ramp	1600	0.92	Level	2	0	0.990	1.00	1757
UpStream	1330	0.92	Level	2	0	0.990	1.00	1460
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1825.11 (Equation 13-6 or 13-7)

P_{FM} = 0.569 using Equation (Exhibit 13-6)

V_{12} = 1987 pc/h

V_3 or V_{av34} 1507 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 1996 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5251	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3753	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 27.0 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.377 (Exibit 13-11)

S_R= 59.4 mph (Exhibit 13-11)

S_0= 66.4 mph (Exhibit 13-11)

S = 61.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4870*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1734*	pc/h/ln
S	*66.7*	mph
D = v_p / S	*26.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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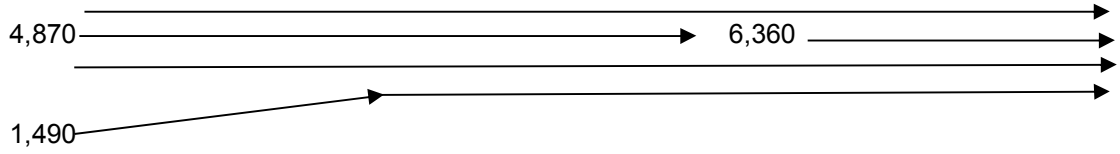
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**6,360**	vph	
	v_r =	**1,490**	vph	
	v_f =	**4,870**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,795**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,584**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,203**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,795	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,203	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,584	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6360*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1699*	pc/h/ln
S	*67.1*	mph
D = v_p / S	*25.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 4500 ft

V_u = 1490 veh/h

Freeway Number of Lanes, N	4
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	
Deceleration Lane Length L_D	300
Freeway Volume, V_F	6360
Ramp Volume, V_R	850
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	45.0

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6360	0.95	Level	3	0	0.985	1.00	6795
Ramp	850	0.92	Level	2	0	0.990	1.00	933
UpStream	1490	0.92	Level	2	0	0.990	1.00	1636
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3489 pc/h

V_3 or V_{av34} 1653 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6795	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	5862	Exhibit 13-8	9600	No
V_R	933	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3489	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.6 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.382 (Exhibit 13-12)

S_R= 59.3 mph (Exhibit 13-12)

S_0= 74.9 mph (Exhibit 13-12)

S = 65.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5510*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1472*	pc/h/ln
S	*69.1*	mph
D = v_p / S	*21.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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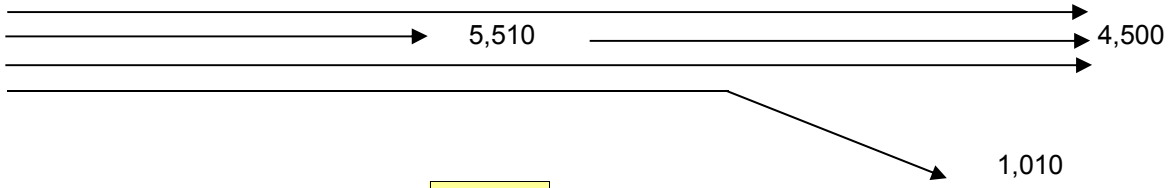
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**5,510**	vph	
	v_r =	**1,010**	vph	
	v_f =	**4,500**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,887**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,074**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,808**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 25.8 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	5,887	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	4,808	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,074	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4500*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1603*	pc/h/ln
S	*68.1*	mph
D = v_p / S	*23.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3770	0.95	3	0	1.5	1.2	0.985	1.00	4028
V_{RF}	1980	0.92	2	0	1.5	1.2	0.990	1.00	2174
V_{FR}	730	0.92	2	0	1.5	1.2	0.990	1.00	801
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4028							V =	7003
V_W	2975								
VR	0.425								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	893

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6915 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5566 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.242	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6961 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4970*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1328*	pc/h/ln
S	*69.8*	mph
D = v_p / S	*19.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3805	0.95	3	0	1.5	1.2	0.985	1.00	4065
V_{RF}	1075	0.92	2	0	1.5	1.2	0.990	1.00	1180
V_{FR}	1165	0.92	2	0	1.5	1.2	0.990	1.00	1279
V_{RR}	95	0.92	2	0	1.5	1.2	0.990	1.00	104
V_{NW}	6524							V =	6628
V_W	104								
VR	0.016								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	312 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	980 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3144 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4124 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2375

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6544 veh/h	Weaving intensity factor, W	0.188
Weaving segment capacity, c_w	9257 veh/h	Weaving segment speed, S	59.8 mph
Weaving segment v/c ratio	0.707	Average weaving speed, S_W	61.3 mph
Weaving segment density, D	27.7 pc/mi/ln	Average non-weaving speed, S_{NW}	59.8 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5872 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4880*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1738*	pc/h/ln
S	*66.6*	mph
D = v_p / S	*26.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	1200 ft
V_u =	veh/h	Freeway Volume, V_F	4880	V_D =	1690 veh/h
		Ramp Volume, V_R	970		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4880	0.95	Level	3	0	0.985	1.00	5214
Ramp	970	0.92	Level	2	0	0.990	1.00	1065
UpStream								
DownStream	1690	0.92	Level	2	0	0.990	1.00	1855

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.581 using Equation (Exhibit 13-7)

V_{12} = 3474 pc/h

V_3 or V_{av34} 1740 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5214	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4149	Exhibit 13-8	7200	No
V_R	1065	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3474	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 32.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.394 (Exhibit 13-12)

S_R= 59.0 mph (Exhibit 13-12)

S_0= 73.9 mph (Exhibit 13-12)

S = 63.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3910*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1393*	pc/h/ln
S	*69.6*	mph
D = v_p / S	*20.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	970 veh/h	Freeway Volume, V_F	3910	V_D =	veh/h
		Ramp Volume, V_R	1690		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3910	0.95	Level	3	0	0.985	1.00	4178
Ramp	1690	0.92	Level	2	0	0.990	1.00	1855
UpStream	970	0.92	Level	2	0	0.990	1.00	1065
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1992.46 (Equation 13-6 or 13-7)

P_{FM} = 0.558 using Equation (Exhibit 13-6)

V_{12} = 2332 pc/h

V_3 or V_{av34} 1846 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2387 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6033	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4242	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 30.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.482 (Exibit 13-11)

S_R= 56.5 mph (Exhibit 13-11)

S_0= 65.4 mph (Exhibit 13-11)

S = 58.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5600*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1994*	pc/h/ln
S	*62.7*	mph
D = v_p / S	*31.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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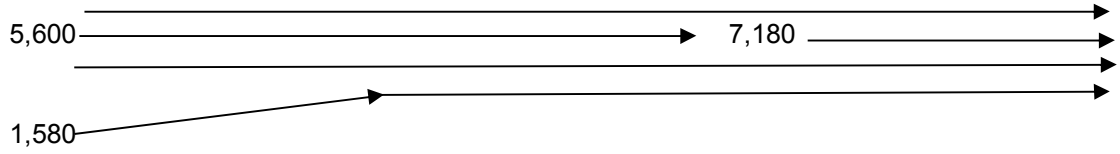
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**7,180**	vph	
	v_r =	**1,580**	vph	
	v_f =	**5,600**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,671**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,680**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,983**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	**Capacity Check (see Exhibits 25-3 and 25-7):**	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	7,671	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,983	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,680	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7180*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1918*	pc/h/ln
S	*64.0*	mph
D = v_p / S	*30.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1580 veh/h	Freeway Volume, V_F	7180	V_D =	veh/h
		Ramp Volume, V_R	720		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	7180	0.95	Level	3	0	0.985	1.00	7671
Ramp	720	0.92	Level	2	0	0.990	1.00	790
UpStream	1580	0.92	Level	2	0	0.990	1.00	1735
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3790 pc/h

V_3 or V_{av34} 1940 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7671	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	6881	Exhibit 13-8	9600	No
V_R	790	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3790	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.4 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.369 (Exhibit 13-12)

S_R= 59.7 mph (Exhibit 13-12)

S_0= 73.9 mph (Exhibit 13-12)

S = 65.4 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 11-Bet Off Exp Off Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6460*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1726*	pc/h/ln
S	*66.8*	mph
D = v_p / S	*25.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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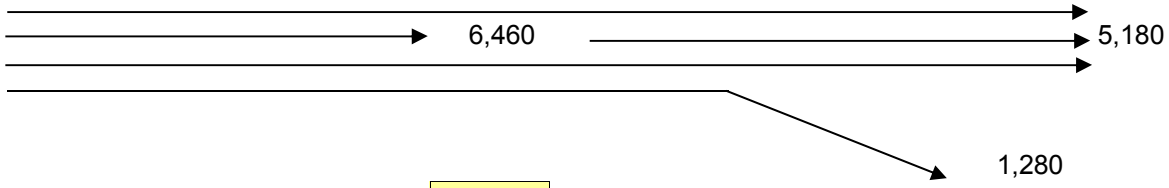
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 2**



	PHF =	**0.95**		
	v_{fr} =	**6,460**	vph	
	v_r =	**1,280**	vph	
	v_f =	**5,180**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,902**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,361**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,534**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 30.2 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,902	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,534	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,361	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 2*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5180*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1845*	pc/h/ln
S	*65.2*	mph
D = v_p / S	*28.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2040 Build 2

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4415	0.95	3	0	1.5	1.2	0.985	1.00	4717
V_{RF}	1590	0.92	2	0	1.5	1.2	0.990	1.00	1746
V_{FR}	765	0.92	2	0	1.5	1.2	0.990	1.00	840
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4717							V =	7303
V_W	2586								
VR	0.354								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	1055

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7208 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6678 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.079	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6171 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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APPENDIX N

2020 & 2040 Build 2 Synchro Intersection Analysis

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	2065	321	1386	495	98	147	196	22	22	22
v/c Ratio	0.89	0.66	0.91	0.49	0.45	0.27	0.75	0.38	0.30	0.29	0.06
Control Delay	96.7	22.3	101.1	21.0	4.4	70.7	96.6	7.9	88.0	87.3	0.3
Queue Delay	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	22.3	101.1	21.3	4.6	70.7	96.6	7.9	88.0	87.3	0.3
Queue Length 50th (ft)	301	506	185	247	45	52	162	0	25	25	0
Queue Length 95th (ft)	#452	649	#282	474	130	81	236	66	60	60	0
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	334	3137	353	2800	1258	646	350	516	266	274	393
Starvation Cap Reductn	0	0	0	694	206	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.66	0.91	0.66	0.47	0.15	0.42	0.38	0.08	0.08	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1735	165	295	1275	455	90	135	180	30	10	20
Future Volume (vph)	255	1735	165	295	1275	455	90	135	180	30	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1770	5019		3433	5085	1583	3433	1863	1583	1681	1726	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1770	5019		3433	5085	1583	3433	1863	1583	1681	1726	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1886	179	321	1386	495	98	147	196	33	11	22
RTOR Reduction (vph)	0	4	0	0	0	116	0	0	158	0	0	17
Lane Group Flow (vph)	277	2061	0	321	1386	379	98	147	38	22	22	5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	28.0	104.1		15.5	91.6	99.2	17.8	17.8	33.3	7.6	7.6	35.6
Effective Green, g (s)	30.0	106.1		17.5	93.6	103.2	17.8	17.8	33.3	7.6	7.6	35.6
Actuated g/C Ratio	0.18	0.62		0.10	0.55	0.61	0.10	0.10	0.20	0.04	0.04	0.21
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	312	3132		353	2799	960	359	195	310	75	77	331
v/s Ratio Prot	c0.16	c0.41		0.09	0.27	c0.02	0.03	c0.08	0.01	0.01	0.01	0.00
v/s Ratio Perm						0.22			0.01			0.00
v/c Ratio	0.89	0.66		0.91	0.50	0.39	0.27	0.75	0.12	0.29	0.29	0.01
Uniform Delay, d1	68.4	20.4		75.5	23.6	17.3	70.1	74.0	56.3	78.6	78.6	53.3
Progression Factor	1.00	1.00		0.99	0.83	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.2	1.1		23.5	0.6	0.1	0.2	13.6	0.1	0.8	0.7	0.0
Delay (s)	92.6	21.5		98.4	20.0	9.0	70.3	87.6	56.4	79.4	79.3	53.3
Level of Service	F	C		F	C	A	E	F	E	E	E	D
Approach Delay (s)		29.9			29.0			69.9			70.7	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1397	695	1440	537	737
v/c Ratio	0.27	0.44	0.49	0.82	0.71
Control Delay	0.1	1.2	15.1	58.6	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	1.2	15.1	58.6	49.3
Queue Length 50th (ft)	0	0	342	540	398
Queue Length 95th (ft)	0	9	430	609	420
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2934	900	1418
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.44	0.49	0.60	0.52

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1285	660	0	1325	0	510	0	700	0	0
Future Volume (vph)	0	1285	660	0	1325	0	510	0	700	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1397	695	0	1440	0	537	0	737	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1397	695	0	1440	0	537	0	737	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		170.0	170.0		96.1		60.9		60.9		
Effective Green, g (s)		170.0	170.0		98.1		62.9		62.9		
Actuated g/C Ratio		1.00	1.00		0.58		0.37		0.37		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2934		654		1031		
v/s Ratio Prot		0.27			c0.28		c0.30		0.26		
v/s Ratio Perm			0.44								
v/c Ratio		0.27	0.44		0.49		0.82		0.71		
Uniform Delay, d1		0.0	0.0		21.2		48.5		45.9		
Progression Factor		1.00	1.00		0.65		1.00		1.00		
Incremental Delay, d2		0.1	0.7		0.5		8.0		2.2		
Delay (s)		0.1	0.7		14.3		56.5		48.1		
Level of Service		A	A		B		E		D		
Approach Delay (s)		0.3			14.3			51.6		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1364	1549	772	576	758
v/c Ratio	0.48	0.54	0.49	0.32	0.73
Control Delay	8.2	6.6	1.3	19.5	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	6.6	1.3	19.5	26.0
Queue Length 50th (ft)	104	127	1	75	180
Queue Length 95th (ft)	241	m143	m0	93	230
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2857	2857	1568	2113	1208
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.48	0.54	0.49	0.27	0.63

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1255	0	0	1425	710	530	0	720	0	0	0
Future Volume (vph)	0	1255	0	0	1425	710	530	0	720	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1364	0	0	1549	772	576	0	758	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	31	0	0	0
Lane Group Flow (vph)	0	1364	0	0	1549	772	576	0	727	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		45.8			45.8	85.0	28.7		28.7			
Effective Green, g (s)		47.8			47.8	85.0	30.7		30.7			
Actuated g/C Ratio		0.56			0.56	1.00	0.36		0.36			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2859			2859	1568	1802		1006			
v/s Ratio Prot		0.27			c0.30		0.12		c0.26			
v/s Ratio Perm						0.49						
v/c Ratio		0.48			0.54	0.49	0.32		0.72			
Uniform Delay, d1		11.1			11.7	0.0	19.6		23.5			
Progression Factor		0.65			0.51	1.00	1.00		1.00			
Incremental Delay, d2		0.5			0.3	0.5	0.1		2.6			
Delay (s)		7.8			6.3	0.5	19.7		26.1			
Level of Service		A			A	A	B		C			
Approach Delay (s)		7.8			4.4			23.3			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	1717	114	76	1902	435	87	147	33	5	71
v/c Ratio	0.99	0.51	0.10	0.59	0.67	1.88	0.38	0.45	0.38	0.08	0.31
Control Delay	109.6	13.5	1.3	94.2	27.7	447.5	75.0	14.1	75.1	81.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.6	13.5	1.3	94.2	27.7	447.5	75.0	14.1	75.1	81.8	3.4
Queue Length 50th (ft)	370	267	4	83	531	~673	92	0	32	6	0
Queue Length 95th (ft)	#579	357	16	143	582	#900	155	72	66	22	0
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	318	3396	1103	153	2835	231	558	577	87	416	495
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.51	0.10	0.50	0.67	1.88	0.16	0.25	0.38	0.01	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1580	105	70	1670	80	400	80	135	30	5	65
Future Volume (vph)	290	1580	105	70	1670	80	400	80	135	30	5	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5050		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5050		767	1863	1583	1305	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	1717	114	76	1815	87	435	87	147	33	5	71
RTOR Reduction (vph)	0	0	39	0	2	0	0	0	129	0	0	68
Lane Group Flow (vph)	315	1717	75	76	1900	0	435	87	18	33	5	3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	28.6	110.4	110.4	10.4	92.2		30.2	21.0	21.0	10.4	7.2	7.2
Effective Green, g (s)	30.6	112.4	112.4	12.4	94.2		30.2	21.0	21.0	10.4	7.2	7.2
Actuated g/C Ratio	0.18	0.66	0.66	0.07	0.55		0.18	0.12	0.12	0.06	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	318	3362	1046	129	2798		236	230	195	88	78	67
v/s Ratio Prot	c0.18	0.34		0.04	c0.38		c0.18	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.14		0.01	0.02		0.00
v/c Ratio	0.99	0.51	0.07	0.59	0.68		1.84	0.38	0.09	0.38	0.06	0.04
Uniform Delay, d1	69.6	14.7	10.2	76.3	27.1		67.8	68.5	66.1	76.3	78.2	78.1
Progression Factor	0.96	0.90	1.46	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	44.1	0.5	0.1	4.4	1.3		395.4	0.4	0.1	1.0	0.1	0.1
Delay (s)	110.7	13.8	15.1	80.7	28.4		463.3	68.9	66.1	77.3	78.3	78.2
Level of Service	F	B	B	F	C		F	E	E	E	E	E
Approach Delay (s)		28.1			30.4			324.7			77.9	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	70.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	386	2092	141	342	1326	505	190	723	620	500	598	310
v/c Ratio	0.91	1.10	0.17	0.65	0.92	0.52	0.63	1.08	0.97	1.06	0.70	0.20
Control Delay	90.7	95.9	3.0	59.1	49.3	11.5	75.9	112.9	53.9	117.5	57.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.7	95.9	3.0	59.1	49.3	11.5	75.9	112.9	53.9	117.5	57.5	0.3
Queue Length 50th (ft)	196	~845	0	173	598	98	93	~413	323	~275	285	0
Queue Length 95th (ft)	#297	#936	33	227	#682	136	137	#544	#509	#392	356	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	424	1908	857	530	1453	967	318	672	637	473	850	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	1.10	0.16	0.65	0.91	0.52	0.60	1.08	0.97	1.06	0.70	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	1925	130	315	1220	465	175	665	570	460	550	285
Future Volume (vph)	355	1925	130	315	1220	465	175	665	570	460	550	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	2092	141	342	1326	505	190	723	620	500	598	310
RTOR Reduction (vph)	0	0	76	0	0	67	0	0	88	0	0	0
Lane Group Flow (vph)	386	2092	65	342	1326	438	190	723	532	500	598	310
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	16.5	54.3	65.4	21.2	59.0	77.7	11.1	26.5	47.7	18.7	34.1	150.0
Effective Green, g (s)	18.5	56.3	69.4	23.2	61.0	81.7	13.1	28.5	51.7	20.7	36.1	150.0
Actuated g/C Ratio	0.12	0.38	0.46	0.15	0.41	0.54	0.09	0.19	0.34	0.14	0.24	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	423	1908	732	530	1439	924	299	672	545	473	851	1583
v/s Ratio Prot	0.11	c0.41	0.01	0.10	c0.37	0.07	0.06	c0.20	0.15	c0.15	0.17	
v/s Ratio Perm			0.03			0.21			0.19			0.20
v/c Ratio	0.91	1.10	0.09	0.65	0.92	0.47	0.64	1.08	0.98	1.06	0.70	0.20
Uniform Delay, d1	65.0	46.9	22.6	59.5	42.2	21.0	66.1	60.8	48.5	64.7	52.0	0.0
Progression Factor	1.00	1.00	1.00	0.89	0.91	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.4	52.3	0.0	1.9	10.5	0.1	3.2	56.9	32.1	57.3	2.6	0.3
Delay (s)	88.3	99.1	22.6	55.1	49.0	15.3	69.4	117.7	80.7	121.9	54.7	0.3
Level of Service	F	F	C	E	D	B	E	F	F	F	D	A
Approach Delay (s)		93.4			42.2			96.7			66.6	
Approach LOS		F			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	74.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	332	2326	554	402	2011	364	152	163
v/c Ratio	0.59	0.66	0.49	0.60	0.43	0.32	0.21	0.34
Control Delay	33.8	4.1	1.6	28.1	2.8	2.0	8.0	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	4.1	1.6	28.1	2.8	2.0	8.0	10.6
Queue Length 50th (ft)	92	155	21	104	74	26	3	5
Queue Length 95th (ft)	m85	m131	m18	m132	72	m31	23	27
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	628	3544	1130	732	4653	1134	780	530
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.66	0.49	0.55	0.43	0.32	0.19	0.31

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	2140	510	370	1850	335	0	0	140	0	0	150
Future Volume (vph)	305	2140	510	370	1850	335	0	0	140	0	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	332	2326	554	402	2011	364	0	0	152	0	0	163
RTOR Reduction (vph)	0	0	27	0	0	28	0	0	109	0	0	113
Lane Group Flow (vph)	332	2326	527	402	2011	336	0	0	43	0	0	50
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	10.5	50.3	50.3	12.7	52.5	52.5			12.7			10.5
Effective Green, g (s)	12.5	52.3	52.3	14.7	54.5	54.5			12.7			10.5
Actuated g/C Ratio	0.17	0.70	0.70	0.20	0.73	0.73			0.17			0.14
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	561	3545	1103	672	4656	1107			611			368
v/s Ratio Prot	0.10	c0.46		c0.12	0.31				0.01			0.02
v/s Ratio Perm			0.33			0.22						
v/c Ratio	0.59	0.66	0.48	0.60	0.43	0.30			0.07			0.14
Uniform Delay, d1	28.9	6.3	5.2	27.5	4.1	3.6			26.2			28.3
Progression Factor	1.16	0.61	0.33	0.93	0.62	0.54			1.00			1.00
Incremental Delay, d2	0.1	0.0	0.0	0.9	0.2	0.5			0.0			0.1
Delay (s)	33.8	3.9	1.8	26.4	2.7	2.4			26.2			28.3
Level of Service	C	A	A	C	A	A			C			C
Approach Delay (s)		6.6			6.1			26.2			28.3	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1755	700	616	1962	337	789
v/c Ratio	0.86	0.44	0.64	0.64	0.29	0.84
Control Delay	35.7	0.7	23.4	8.1	37.4	55.3
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	35.7	0.7	23.4	8.3	37.4	55.3
Queue Length 50th (ft)	336	0	140	238	125	405
Queue Length 95th (ft)	392	0	208	219	167	501
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	2041	1583	970	3067	1158	940
Starvation Cap Reductn	0	0	0	349	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.44	0.64	0.72	0.29	0.84

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱↱
Traffic Volume (vph)	0	1615	665	585	1805	0	0	0	0	320	0	750
Future Volume (vph)	0	1615	665	585	1805	0	0	0	0	320	0	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	1755	700	616	1962	0	0	0	0	337	0	789
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1755	700	616	1962	0	0	0	0	337	0	789
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		38.6	150.0	38.0	88.5					48.6		48.6
Effective Green, g (s)		40.6	150.0	42.0	86.1					50.6		50.6
Actuated g/C Ratio		0.27	1.00	0.28	0.57					0.34		0.34
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2041	1583	961	2918					1158		940
v/s Ratio Prot		c0.23		0.18	c0.39					0.10		
v/s Ratio Perm			0.44									c0.28
v/c Ratio		0.86	0.44	0.64	0.67					0.29		0.84
Uniform Delay, d1		52.0	0.0	47.4	22.2					36.5		45.9
Progression Factor		0.61	1.00	0.83	0.37					1.00		1.00
Incremental Delay, d2		4.0	0.7	1.3	0.6					0.1		6.4
Delay (s)		35.6	0.7	40.5	8.8					36.6		52.3
Level of Service		D	A	D	A					D		D
Approach Delay (s)		25.6			16.3			0.0			47.6	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1299	779	1793	284	779	442
v/c Ratio	0.42	0.28	0.32	0.18	0.78	0.61
Control Delay	3.8	0.6	3.9	0.2	63.2	58.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	0.6	3.9	0.2	63.2	58.9
Queue Length 50th (ft)	76	1	60	0	259	175
Queue Length 95th (ft)	133	3	83	m0	309	225
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3105	2787	5587	1583	998	722
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.28	0.32	0.18	0.78	0.61

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1195	740	0	1650	270	740	0	420	0	0	0
Future Volume (vph)	0	1195	740	0	1650	270	740	0	420	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1299	779	0	1793	284	779	0	442	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1299	779	0	1793	284	779	0	442	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		87.2	150.0		109.2	150.0	28.0		28.0			
Effective Green, g (s)		91.2	150.0		111.2	150.0	30.0		30.0			
Actuated g/C Ratio		0.61	1.00		0.74	1.00	0.20		0.20			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3091	2787		5592	1583	998		722			
v/s Ratio Prot		c0.26			c0.24		c0.16		0.12			
v/s Ratio Perm			0.28			0.18						
v/c Ratio		0.42	0.28		0.32	0.18	0.78		0.61			
Uniform Delay, d1		15.5	0.0		6.6	0.0	56.9		54.7			
Progression Factor		0.42	1.00		0.57	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.2	4.1		1.6			
Delay (s)		6.5	0.2		3.8	0.2	61.0		56.3			
Level of Service		A	A		A	A	E		E			
Approach Delay (s)		4.1			3.3			59.3			0.0	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	223	1245	288	103	1500	87	261	141	130	239	163	326
v/c Ratio	0.68	0.57	0.34	0.38	0.77	0.12	0.72	0.34	0.28	0.63	0.70	0.68
Control Delay	43.6	18.8	5.7	37.0	23.9	0.3	33.5	33.0	1.5	27.5	48.6	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	18.8	5.7	37.0	23.9	0.3	33.5	33.0	1.5	27.5	48.6	12.5
Queue Length 50th (ft)	55	174	28	23	224	0	92	32	0	83	73	3
Queue Length 95th (ft)	77	218	47	46	280	0	#173	58	0	142	#148	75
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	329	2170	840	274	1948	739	370	420	469	409	255	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.57	0.34	0.38	0.77	0.12	0.71	0.34	0.28	0.58	0.64	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	1145	265	95	1380	80	240	130	120	220	150	300
Future Volume (vph)	205	1145	265	95	1380	80	240	130	120	220	150	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.64	1.00	1.00	0.61	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1199	3539	1583	1142	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	1245	288	103	1500	87	261	141	130	239	163	326
RTOR Reduction (vph)	0	0	170	0	0	55	0	0	115	0	0	279
Lane Group Flow (vph)	223	1245	118	103	1500	32	261	141	15	239	163	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	6.5	28.7	28.7	3.2	25.4	25.4	18.2	8.7	8.7	19.6	9.4	9.4
Effective Green, g (s)	8.5	30.7	30.7	5.2	27.4	27.4	18.2	8.7	8.7	19.6	9.4	9.4
Actuated g/C Ratio	0.11	0.41	0.41	0.07	0.37	0.37	0.24	0.12	0.12	0.26	0.13	0.13
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	389	2081	647	238	1857	578	363	410	183	383	233	198
v/s Ratio Prot	0.06	c0.24		0.03	c0.29		c0.09	0.04		0.08	c0.09	
v/s Ratio Perm			0.07			0.02	0.08		0.01	0.08		0.03
v/c Ratio	0.57	0.60	0.18	0.43	0.81	0.05	0.72	0.34	0.08	0.62	0.70	0.24
Uniform Delay, d1	31.5	17.3	14.1	33.5	21.4	15.4	25.2	30.5	29.6	23.7	31.4	29.6
Progression Factor	1.03	1.03	2.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	1.2	0.6	0.5	3.9	0.2	5.6	0.2	0.1	2.3	7.2	0.2
Delay (s)	33.5	19.0	41.6	33.9	25.3	15.6	30.8	30.7	29.7	25.9	38.7	29.8
Level of Service	C	B	D	C	C	B	C	C	C	C	D	C
Approach Delay (s)		24.6			25.4			30.5			30.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2261	152	1793	147	190
v/c Ratio	0.53	0.64	0.47	0.68	0.53
Control Delay	16.9	61.7	1.6	65.1	11.8
Queue Delay	0.0	1.6	0.1	0.0	0.0
Total Delay	16.9	63.2	1.6	65.1	11.8
Queue Length 50th (ft)	250	83	26	111	0
Queue Length 95th (ft)	318	#154	27	170	64
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4261	236	3824	545	619
Starvation Cap Reductn	0	19	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.53	0.70	0.53	0.27	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1975	105	140	1650	135	175
Future Volume (vph)	1975	105	140	1650	135	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7487		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7487		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2147	114	152	1793	147	190
RTOR Reduction (vph)	5	0	0	0	0	167
Lane Group Flow (vph)	2256	0	152	1793	147	23
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.2		14.0	88.2	14.8	14.8
Effective Green, g (s)	68.2		16.0	90.2	14.8	14.8
Actuated g/C Ratio	0.57		0.13	0.75	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4255		236	3822	218	195
v/s Ratio Prot	c0.30		c0.09	0.35	c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.53		0.64	0.47	0.67	0.12
Uniform Delay, d1	16.0		49.3	5.7	50.3	46.8
Progression Factor	1.00		1.00	0.19	1.00	1.00
Incremental Delay, d2	0.1		4.1	0.0	6.3	0.1
Delay (s)	16.1		53.2	1.1	56.6	46.9
Level of Service	B		D	A	E	D
Approach Delay (s)	16.1			5.2	51.1	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	92	2245	1783	82	250	163
v/c Ratio	0.70	0.47	0.44	0.08	0.59	0.49
Control Delay	63.8	2.3	9.7	1.3	55.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	2.4	9.7	1.3	55.0	13.2
Queue Length 50th (ft)	70	26	177	3	95	5
Queue Length 95th (ft)	#152	42	238	m4	130	64
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4818	4017	1023	1058	595
Starvation Cap Reductn	0	529	0	0	0	0
Spillback Cap Reductn	0	0	14	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.52	0.45	0.08	0.24	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	2065	1640	75	230	150
Future Volume (vph)	85	2065	1640	75	230	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	2245	1783	82	250	163
RTOR Reduction (vph)	0	0	0	31	0	137
Lane Group Flow (vph)	92	2245	1783	51	250	26
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	88.2	73.2	73.2	14.8	14.8
Effective Green, g (s)	9.0	90.2	75.2	75.2	14.8	14.8
Actuated g/C Ratio	0.08	0.75	0.63	0.63	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4816	4015	992	423	195
v/s Ratio Prot	c0.05	c0.35	0.28		c0.07	
v/s Ratio Perm				0.03		0.02
v/c Ratio	0.70	0.47	0.44	0.05	0.59	0.13
Uniform Delay, d1	54.2	5.7	11.6	8.6	49.7	46.9
Progression Factor	0.72	0.34	0.78	0.50	1.00	1.00
Incremental Delay, d2	10.7	0.0	0.0	0.0	1.5	0.1
Delay (s)	49.7	2.0	9.1	4.4	51.2	47.0
Level of Service	D	A	A	A	D	D
Approach Delay (s)		3.8	8.9		49.6	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1527	937	1380	437	468
v/c Ratio	0.42	0.59	0.47	0.52	0.69
Control Delay	5.3	7.7	6.9	21.9	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	7.7	6.9	21.9	26.2
Queue Length 50th (ft)	72	236	106	69	85
Queue Length 95th (ft)	126	363	145	107	134
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3663	1583	2907	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.59	0.47	0.49	0.65

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1405	890	0	1270	0	415	0	445	0	0
Future Volume (vph)	0	1405	890	0	1270	0	415	0	445	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1527	937	0	1380	0	437	0	468	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1527	937	0	1380	0	437	0	468	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		32.3	60.0		32.3		12.7		12.7		
Effective Green, g (s)		34.3	60.0		34.3		14.7		14.7		
Actuated g/C Ratio		0.57	1.00		0.57		0.24		0.24		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3663	1583		2906		841		682		
v/s Ratio Prot		0.24			0.27		0.13		0.17		
v/s Ratio Perm			c0.59								
v/c Ratio		0.42	0.59		0.47		0.52		0.69		
Uniform Delay, d1		7.2	0.0		7.6		19.6		20.6		
Progression Factor		0.68	1.00		0.83		1.00		1.00		
Incremental Delay, d2		0.3	1.5		0.4		0.4		2.6		
Delay (s)		5.2	1.5		6.7		20.0		23.2		
Level of Service		A	A		A		C		C		
Approach Delay (s)		3.8			6.7			21.6		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1120	1848	453	484	358
v/c Ratio	0.37	0.62	0.29	0.62	0.56
Control Delay	5.1	4.6	0.2	24.5	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.1	4.6	0.2	24.5	24.2
Queue Length 50th (ft)	82	91	0	79	64
Queue Length 95th (ft)	56	m143	m0	121	104
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2991	2991	1583	829	673
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.62	0.29	0.58	0.53

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1030	0	0	1700	430	460	0	340	0	0
Future Volume (vph)	0	1030	0	0	1700	430	460	0	340	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1120	0	0	1848	453	484	0	358	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1120	0	0	1848	453	484	0	358	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		33.3			33.3	60.0	11.7		11.7		
Effective Green, g (s)		35.3			35.3	60.0	13.7		13.7		
Actuated g/C Ratio		0.59			0.59	1.00	0.23		0.23		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2991			2991	1583	783		636		
v/s Ratio Prot		0.22			c0.36		c0.14		0.13		
v/s Ratio Perm						0.29					
v/c Ratio		0.37			0.62	0.29	0.62		0.56		
Uniform Delay, d1		6.5			8.0	0.0	20.8		20.5		
Progression Factor		0.71			0.51	1.00	1.00		1.00		
Incremental Delay, d2		0.3			0.4	0.2	1.2		0.9		
Delay (s)		5.0			4.5	0.2	22.0		21.4		
Level of Service		A			A	A	C		C		
Approach Delay (s)		5.0			3.7			21.8		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	386	1103	49	1658	212	217	65	92	212	516
v/c Ratio	0.91	0.48	0.43	0.87	0.63	0.43	0.12	0.28	0.44	0.98
Control Delay	71.5	18.3	66.2	40.8	40.4	39.2	0.5	29.1	40.1	66.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	18.3	66.2	40.8	40.4	39.2	0.5	29.1	40.1	66.1
Queue Length 50th (ft)	147	201	37	433	117	138	0	47	136	297
Queue Length 95th (ft)	#243	259	79	501	183	214	0	86	212	#526
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	425	2284	116	1899	335	507	543	327	492	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.48	0.42	0.87	0.63	0.43	0.12	0.28	0.43	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	900	115	45	1460	65	195	200	60	85	195	475
Future Volume (vph)	355	900	115	45	1460	65	195	200	60	85	195	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4950		1752	5004		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.49	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	3400	4950		1752	5004		913	1845	1568	967	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	978	125	49	1587	71	212	217	65	92	212	516
RTOR Reduction (vph)	0	13	0	0	4	0	0	0	47	0	0	114
Lane Group Flow (vph)	386	1090	0	49	1654	0	212	217	18	92	212	402
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.0	51.6		4.8	43.4		38.6	32.6	32.6	36.6	31.6	31.6
Effective Green, g (s)	15.0	53.6		6.8	45.4		38.6	32.6	32.6	36.6	31.6	31.6
Actuated g/C Ratio	0.12	0.45		0.06	0.38		0.32	0.27	0.27	0.31	0.26	0.26
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	425	2211		99	1893		335	501	425	327	485	412
v/s Ratio Prot	c0.11	0.22		0.03	c0.33		c0.03	0.12		0.01	0.11	
v/s Ratio Perm							0.17		0.01	0.07		c0.26
v/c Ratio	0.91	0.49		0.49	0.87		0.63	0.43	0.04	0.28	0.44	0.98
Uniform Delay, d1	51.8	23.6		54.9	34.6		34.8	36.1	32.2	30.7	36.8	43.8
Progression Factor	0.90	0.77		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.1	0.7		1.4	6.0		2.9	0.2	0.0	0.2	0.2	37.4
Delay (s)	67.5	18.9		56.4	40.6		37.6	36.3	32.2	30.9	37.0	81.2
Level of Service	E	B		E	D		D	D	C	C	D	F
Approach Delay (s)		31.5			41.1			36.3			64.1	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	1956	250	2163	54	223	11	332	268	276	337
v/c Ratio	0.42	0.82	1.25	0.90	0.05	0.64	0.06	0.89	0.83	0.84	0.67
Control Delay	67.2	31.8	191.9	23.7	0.1	60.0	47.6	59.8	68.4	69.0	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	31.8	191.9	23.7	0.1	60.0	47.6	59.8	68.4	69.0	17.9
Queue Length 50th (ft)	33	475	~128	200	0	87	8	192	208	215	69
Queue Length 95th (ft)	72	#640	#215	#742	m0	124	26	#324	306	313	146
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	103	2388	200	2410	1213	915	496	375	378	385	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.82	1.25	0.90	0.04	0.24	0.02	0.89	0.71	0.72	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1670	130	230	1990	50	205	10	305	410	90	310
Future Volume (vph)	40	1670	130	230	1990	50	205	10	305	410	90	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5030		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5030		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1815	141	250	2163	54	223	11	332	446	98	337
RTOR Reduction (vph)	0	5	0	0	0	17	0	0	74	0	0	144
Lane Group Flow (vph)	43	1951	0	250	2163	37	223	11	258	268	276	193
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	54.9		5.0	54.9	77.8	12.2	12.2	17.2	22.9	22.9	27.9
Effective Green, g (s)	7.0	56.9		7.0	56.9	81.8	12.2	12.2	17.2	22.9	22.9	27.9
Actuated g/C Ratio	0.06	0.47		0.06	0.47	0.68	0.10	0.10	0.14	0.19	0.19	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	103	2385		200	2411	1079	349	189	226	320	327	368
v/s Ratio Prot	0.02	0.39		c0.07	c0.43	0.01	0.06	0.01	c0.05	0.16	c0.16	0.02
v/s Ratio Perm						0.02			0.12			0.10
v/c Ratio	0.42	0.82		1.25	0.90	0.03	0.64	0.06	1.14	0.84	0.84	0.52
Uniform Delay, d1	54.5	27.1		56.5	28.9	6.2	51.8	48.7	51.4	46.8	46.8	40.2
Progression Factor	1.00	1.00		1.17	0.59	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	3.3		140.4	4.6	0.0	2.8	0.0	103.8	16.4	17.1	0.6
Delay (s)	55.5	30.4		206.4	21.6	0.2	54.6	48.8	155.2	63.2	63.9	40.9
Level of Service	E	C		F	C	A	D	D	F	E	E	D
Approach Delay (s)		30.9			39.9			113.5			54.9	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	46.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1918	653	1913	568	537
v/c Ratio	0.38	0.41	0.69	0.84	0.50
Control Delay	0.1	0.4	20.3	44.9	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	0.4	20.3	44.9	29.2
Queue Length 50th (ft)	0	0	243	390	176
Queue Length 95th (ft)	0	m0	563	484	207
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2754	803	1265
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.41	0.69	0.71	0.42

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1765	620	0	1760	0	540	0	510	0	0
Future Volume (vph)	0	1765	620	0	1760	0	540	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1918	653	0	1913	0	568	0	537	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1918	653	0	1913	0	568	0	537	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		120.0	120.0		63.0		44.0		44.0		
Effective Green, g (s)		120.0	120.0		65.0		46.0		46.0		
Actuated g/C Ratio		1.00	1.00		0.54		0.38		0.38		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2754		678		1068		
v/s Ratio Prot		0.38			c0.38		c0.32		0.19		
v/s Ratio Perm			0.41								
v/c Ratio		0.38	0.41		0.69		0.84		0.50		
Uniform Delay, d1		0.0	0.0		20.2		33.6		28.3		
Progression Factor		1.00	1.00		0.89		1.00		1.00		
Incremental Delay, d2		0.1	0.4		1.1		8.7		0.3		
Delay (s)		0.1	0.4		19.1		42.4		28.5		
Level of Service		A	A		B		D		C		
Approach Delay (s)		0.2			19.1			35.6		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1832	2152	696	620	716
v/c Ratio	0.62	0.73	0.44	0.40	0.79
Control Delay	10.0	9.4	0.5	17.2	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	9.4	0.5	17.2	24.9
Queue Length 50th (ft)	181	152	0	60	119
Queue Length 95th (ft)	183	m259	m0	87	#193
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2960	2960	1568	1580	926
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.73	0.44	0.39	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1685	0	0	1980	640	570	0	680	0	0	0
Future Volume (vph)	0	1685	0	0	1980	640	570	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1832	0	0	2152	696	620	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	1832	0	0	2152	696	620	0	672	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		32.9			32.9	60.0	16.6		16.6			
Effective Green, g (s)		34.9			34.9	60.0	18.6		18.6			
Actuated g/C Ratio		0.58			0.58	1.00	0.31		0.31			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2957			2957	1568	1546		863			
v/s Ratio Prot		0.36			c0.42		0.12		c0.24			
v/s Ratio Perm						0.44						
v/c Ratio		0.62			0.73	0.44	0.40		0.78			
Uniform Delay, d1		8.2			9.1	0.0	16.3		18.8			
Progression Factor		1.09			0.91	1.00	1.00		1.00			
Incremental Delay, d2		0.9			1.0	0.5	0.2		4.5			
Delay (s)		9.8			9.2	0.5	16.5		23.3			
Level of Service		A			A	A	B		C			
Approach Delay (s)		9.8			7.1			20.1			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	2207	277	130	2283	288	11	125	120	54	310
v/c Ratio	0.81	0.77	0.29	1.01	0.78	1.14	0.04	0.36	0.44	0.19	0.85
Control Delay	96.5	17.1	4.8	136.9	23.2	141.6	39.3	7.1	42.1	42.4	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.5	17.1	4.8	136.9	23.2	141.6	39.3	7.1	42.1	42.4	46.3
Queue Length 50th (ft)	65	387	33	~103	471	~238	7	0	77	37	129
Queue Length 95th (ft)	m#125	522	m103	#234	660	#294	23	36	116	68	215
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	107	2876	956	129	2934	253	574	588	275	589	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.77	0.29	1.01	0.78	1.14	0.02	0.21	0.44	0.09	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	2030	255	120	2070	30	265	10	115	110	50	285
Future Volume (vph)	80	2030	255	120	2070	30	265	10	115	110	50	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.72	1.00	1.00	0.71	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1345	1863	1583	1321	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2207	277	130	2250	33	288	11	125	120	54	310
RTOR Reduction (vph)	0	0	61	0	1	0	0	0	107	0	0	123
Lane Group Flow (vph)	87	2207	216	130	2282	0	288	11	18	120	54	187
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	5.3	65.9	65.9	6.8	67.4		21.3	17.3	17.3	23.3	18.3	18.3
Effective Green, g (s)	7.3	67.9	67.9	8.8	69.4		21.3	17.3	17.3	23.3	18.3	18.3
Actuated g/C Ratio	0.06	0.57	0.57	0.07	0.58		0.18	0.14	0.14	0.19	0.15	0.15
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	107	2877	895	129	2934		252	268	228	275	284	241
v/s Ratio Prot	0.05	0.43		c0.07	c0.45		c0.04	0.01		0.02	0.03	
v/s Ratio Perm			0.14				c0.16		0.01	0.07		0.12
v/c Ratio	0.81	0.77	0.24	1.01	0.78		1.14	0.04	0.08	0.44	0.19	0.78
Uniform Delay, d1	55.7	20.0	13.1	55.6	19.4		48.8	44.2	44.5	42.1	44.4	48.9
Progression Factor	1.05	0.71	0.56	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.2	1.5	0.5	81.3	2.1		100.7	0.0	0.1	0.4	0.1	13.3
Delay (s)	85.7	15.7	7.8	136.9	21.5		149.6	44.2	44.5	42.5	44.5	62.2
Level of Service	F	B	A	F	C		F	D	D	D	D	E
Approach Delay (s)		17.3			27.7			115.9			55.3	
Approach LOS		B			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	375	1734	201	495	2158	527	179	516	342	435	810	625
v/c Ratio	1.14	0.80	0.22	0.86	1.22	0.52	0.97	1.12	0.63	1.17	1.23	0.39
Control Delay	143.4	35.7	1.7	59.2	131.1	8.0	120.6	128.5	23.2	151.0	162.4	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.4	35.7	1.7	59.2	131.1	8.0	120.6	128.5	23.2	151.0	162.4	0.7
Queue Length 50th (ft)	~189	460	0	180	~1182	159	79	~262	126	~224	~444	0
Queue Length 95th (ft)	#292	524	25	#285	#1291	136	#156	#378	201	#331	#573	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	330	2178	925	591	1772	1010	184	462	547	372	656	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.80	0.22	0.84	1.22	0.52	0.97	1.12	0.63	1.17	1.23	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	1595	185	455	1985	485	165	475	315	400	745	575
Future Volume (vph)	345	1595	185	455	1985	485	165	475	315	400	745	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	1734	201	495	2158	527	179	516	342	435	810	625
RTOR Reduction (vph)	0	0	104	0	0	66	0	0	64	0	0	0
Lane Group Flow (vph)	375	1734	97	495	2158	461	179	516	278	435	810	625
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	10.5	53.7	58.7	19.9	63.1	75.2	5.0	15.0	34.9	12.1	22.1	130.0
Effective Green, g (s)	12.5	55.7	62.7	21.9	65.1	79.2	7.0	17.0	38.9	14.1	24.1	130.0
Actuated g/C Ratio	0.10	0.43	0.48	0.17	0.50	0.61	0.05	0.13	0.30	0.11	0.19	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	330	2178	763	578	1772	964	184	462	473	372	656	1583
v/s Ratio Prot	c0.11	0.34	0.01	0.14	c0.61	0.05	0.05	c0.15	0.10	0.13	c0.23	
v/s Ratio Perm			0.05			0.24			0.08			0.39
v/c Ratio	1.14	0.80	0.13	0.86	1.22	0.48	0.97	1.12	0.59	1.17	1.23	0.39
Uniform Delay, d1	58.8	32.2	18.6	52.5	32.5	14.0	61.4	56.5	38.7	58.0	53.0	0.0
Progression Factor	1.00	1.00	1.00	0.92	0.94	1.26	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	91.8	3.1	0.0	8.2	101.7	0.1	57.8	77.8	1.2	101.3	118.5	0.7
Delay (s)	150.5	35.3	18.6	56.3	132.2	17.7	119.2	134.3	39.9	159.3	171.5	0.7
Level of Service	F	D	B	E	F	B	F	F	D	F	F	A
Approach Delay (s)		52.6			101.4			100.6			111.6	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	90.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	107.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	87	2342	82	109	2332	98	538	848
v/c Ratio	0.07	0.70	0.08	0.15	0.71	0.12	0.67	0.87
Control Delay	13.1	3.4	0.4	20.0	13.8	3.4	22.4	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	3.4	0.4	20.0	13.8	3.4	22.4	26.5
Queue Length 50th (ft)	13	74	0	19	235	9	62	110
Queue Length 95th (ft)	m16	m121	m0	m32	317	m19	102	154
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	1450	3363	1074	747	3284	829	798	1142
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.70	0.08	0.15	0.71	0.12	0.67	0.74

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	2155	75	100	2145	90	0	0	495	0	0	780
Future Volume (vph)	80	2155	75	100	2145	90	0	0	495	0	0	780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2342	82	109	2332	98	0	0	538	0	0	848
RTOR Reduction (vph)	0	0	28	0	0	48	0	0	123	0	0	101
Lane Group Flow (vph)	87	2342	54	109	2332	50	0	0	415	0	0	747
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	21.7	40.8	40.8	12.2	31.3	31.3			12.2			21.7
Effective Green, g (s)	23.7	42.8	42.8	14.2	33.3	33.3			12.2			21.7
Actuated g/C Ratio	0.36	0.66	0.66	0.22	0.51	0.51			0.19			0.33
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	1227	3348	1042	749	3282	780			677			878
v/s Ratio Prot	0.03	c0.46		0.03	c0.36				0.12			c0.28
v/s Ratio Perm			0.03			0.03						
v/c Ratio	0.07	0.70	0.05	0.15	0.71	0.06			0.61			0.85
Uniform Delay, d1	13.5	7.0	3.9	20.5	12.2	8.0			24.2			20.1
Progression Factor	1.06	0.39	0.46	0.95	0.99	1.64			1.00			1.00
Incremental Delay, d2	0.0	0.3	0.0	0.1	1.0	0.1			1.4			7.7
Delay (s)	14.2	3.1	1.8	19.5	13.1	13.2			25.7			27.8
Level of Service	B	A	A	B	B	B			C			C
Approach Delay (s)		3.4			13.4			25.7			27.8	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2158	700	605	1886	232	632
v/c Ratio	0.94	0.44	0.49	0.54	0.28	0.93
Control Delay	40.5	0.6	37.8	4.4	41.0	70.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	40.5	0.6	37.8	4.5	41.0	70.0
Queue Length 50th (ft)	375	0	0	179	82	298
Queue Length 95th (ft)	#452	0	0	179	120	#423
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	2298	1583	1225	3500	834	677
Starvation Cap Reductn	0	0	0	372	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.44	0.49	0.60	0.28	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱↱
Traffic Volume (vph)	0	1985	665	575	1735	0	0	0	0	220	0	600
Future Volume (vph)	0	1985	665	575	1735	0	0	0	0	220	0	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2158	700	605	1886	0	0	0	0	232	0	632
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2158	700	605	1886	0	0	0	0	232	0	632
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		37.6	130.0	44.4	87.5					29.6		29.6
Effective Green, g (s)		39.6	130.0	42.0	85.1					31.6		31.6
Actuated g/C Ratio		0.30	1.00	0.32	0.65					0.24		0.24
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2298	1583	1109	3328					834		677
v/s Ratio Prot		c0.29		0.18	c0.37					0.07		
v/s Ratio Perm			0.44									c0.23
v/c Ratio		0.94	0.44	0.55	0.57					0.28		0.93
Uniform Delay, d1		44.0	0.0	36.2	12.3					39.9		48.2
Progression Factor		0.76	1.00	1.11	0.38					1.00		1.00
Incremental Delay, d2		6.9	0.6	0.5	0.2					0.1		19.7
Delay (s)		40.2	0.6	40.6	4.9					40.0		67.9
Level of Service		D	A	D	A					D		E
Approach Delay (s)		30.5			13.6			0.0			60.4	
Approach LOS		C			B			A			E	

Intersection Summary				
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.8	
Intersection Capacity Utilization	61.9%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1473	895	1739	316	747	653
v/c Ratio	0.50	0.32	0.33	0.20	0.65	0.78
Control Delay	0.7	1.1	4.5	0.1	48.3	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.7	1.1	4.5	0.1	48.3	54.6
Queue Length 50th (ft)	4	4	57	0	203	228
Queue Length 95th (ft)	m4	m8	m84	m0	249	288
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	2957	2787	5286	1583	1151	833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.32	0.33	0.20	0.65	0.78

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1355	850	0	1600	300	710	0	620	0	0	0
Future Volume (vph)	0	1355	850	0	1600	300	710	0	620	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1473	895	0	1739	316	747	0	653	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1473	895	0	1739	316	747	0	653	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		73.2	130.0		89.2	130.0	28.0		28.0			
Effective Green, g (s)		75.2	130.0		91.2	130.0	30.0		30.0			
Actuated g/C Ratio		0.58	1.00		0.70	1.00	0.23		0.23			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		2941	2787		5292	1583	1151		833			
v/s Ratio Prot		c0.29			0.23		0.15		c0.18			
v/s Ratio Perm			c0.32			0.20						
v/c Ratio		0.50	0.32		0.33	0.20	0.65		0.78			
Uniform Delay, d1		16.3	0.0		7.5	0.0	45.2		47.0			
Progression Factor		0.03	1.00		0.59	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.1		0.0	0.1	1.3		5.0			
Delay (s)		0.5	0.1		4.4	0.1	46.6		52.0			
Level of Service		A	A		A	A	D		D			
Approach Delay (s)		0.4			3.8			49.1			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	299	1587	261	283	1370	130	293	114	158	255	266	402
v/c Ratio	0.85	0.95	0.38	0.87	0.84	0.19	0.94	0.22	0.29	0.65	0.94	0.73
Control Delay	49.6	24.2	2.9	57.0	26.4	0.6	60.4	25.7	1.3	26.0	71.7	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	24.2	2.9	57.0	26.4	0.6	60.4	25.7	1.3	26.0	71.7	13.7
Queue Length 50th (ft)	69	216	12	58	181	0	88	21	0	75	106	12
Queue Length 95th (ft)	m#120	#296	m20	#120	#236	0	#201	42	0	#135	#235	#119
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	353	1674	696	327	1635	677	312	528	549	398	283	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.95	0.38	0.87	0.84	0.19	0.94	0.22	0.29	0.64	0.94	0.73

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	1460	240	260	1260	120	270	105	145	235	245	370
Future Volume (vph)	275	1460	240	260	1260	120	270	105	145	235	245	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.41	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	768	3539	1583	1241	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	1587	261	283	1370	130	293	114	158	255	266	402
RTOR Reduction (vph)	0	0	175	0	0	88	0	0	134	0	0	312
Lane Group Flow (vph)	299	1587	86	283	1370	42	293	114	24	255	266	90
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	4.7	19.4	19.4	4.2	18.9	18.9	17.0	9.7	9.7	17.4	9.9	9.9
Effective Green, g (s)	6.7	21.4	21.4	6.2	20.9	20.9	17.0	9.7	9.7	17.4	9.9	9.9
Actuated g/C Ratio	0.10	0.33	0.33	0.10	0.32	0.32	0.26	0.15	0.15	0.27	0.15	0.15
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	353	1674	521	327	1635	508	313	528	236	393	283	241
v/s Ratio Prot	0.09	c0.31		0.08	c0.27		c0.11	0.03		0.07	c0.14	
v/s Ratio Perm			0.05			0.03	0.14		0.01	0.10		0.06
v/c Ratio	0.85	0.95	0.16	0.87	0.84	0.08	0.94	0.22	0.10	0.65	0.94	0.37
Uniform Delay, d1	28.6	21.3	15.5	29.0	20.5	15.4	22.3	24.3	23.9	20.4	27.3	24.8
Progression Factor	1.05	0.57	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.7	10.9	0.6	19.9	5.3	0.3	33.8	0.1	0.1	2.8	36.8	0.4
Delay (s)	43.8	23.0	14.2	48.9	25.8	15.7	56.1	24.4	23.9	23.1	64.1	25.1
Level of Service	D	C	B	D	C	B	E	C	C	C	E	C
Approach Delay (s)		24.9			28.7			40.7			35.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2522	261	2245	114	120
v/c Ratio	0.59	0.87	0.56	0.65	0.45
Control Delay	19.1	77.0	1.9	72.8	14.3
Queue Delay	0.0	52.4	0.2	0.0	0.0
Total Delay	19.2	129.4	2.1	72.8	14.3
Queue Length 50th (ft)	323	167	44	94	0
Queue Length 95th (ft)	389	#359	30	152	57
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4280	299	3992	503	536
Starvation Cap Reductn	0	62	690	0	0
Spillback Cap Reductn	112	0	0	0	1
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	1.10	0.68	0.23	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2240	80	240	2065	105	110
Future Volume (vph)	2240	80	240	2065	105	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7505		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7505		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2435	87	261	2245	114	120
RTOR Reduction (vph)	3	0	0	0	0	108
Lane Group Flow (vph)	2519	0	261	2245	114	12
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	72.1		20.0	100.1	12.9	12.9
Effective Green, g (s)	74.1		22.0	102.1	12.9	12.9
Actuated g/C Ratio	0.57		0.17	0.79	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4277		299	3993	175	157
v/s Ratio Prot	c0.34		c0.15	0.44	c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.59		0.87	0.56	0.65	0.08
Uniform Delay, d1	18.1		52.6	5.4	56.4	53.1
Progression Factor	1.00		1.00	0.24	1.00	1.00
Incremental Delay, d2	0.1		19.5	0.1	6.5	0.1
Delay (s)	18.2		72.1	1.4	62.8	53.2
Level of Service	B		E	A	E	D
Approach Delay (s)	18.2			8.8	57.9	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	2375	2348	272	185	158
v/c Ratio	0.82	0.47	0.59	0.25	0.54	0.53
Control Delay	63.9	2.0	12.2	1.1	61.0	14.3
Queue Delay	6.0	0.1	0.0	0.0	0.0	0.1
Total Delay	69.9	2.0	12.2	1.1	61.0	14.4
Queue Length 50th (ft)	149	23	275	6	77	0
Queue Length 95th (ft)	#277	35	382	m23	112	64
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	217	5031	3947	1079	977	563
Starvation Cap Reductn	16	786	0	0	0	0
Spillback Cap Reductn	0	0	122	0	0	50
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.56	0.61	0.25	0.19	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	2185	2160	250	170	145
Future Volume (vph)	165	2185	2160	250	170	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	2375	2348	272	185	158
RTOR Reduction (vph)	0	0	0	104	0	142
Lane Group Flow (vph)	179	2375	2348	168	185	16
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	14.0	100.1	78.1	78.1	12.9	12.9
Effective Green, g (s)	16.0	102.1	80.1	80.1	12.9	12.9
Actuated g/C Ratio	0.12	0.79	0.62	0.62	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	217	5032	3948	975	340	157
v/s Ratio Prot	c0.10	0.37	c0.37		c0.05	
v/s Ratio Perm				0.11		0.01
v/c Ratio	0.82	0.47	0.59	0.17	0.54	0.10
Uniform Delay, d1	55.6	4.8	15.1	10.7	55.8	53.3
Progression Factor	0.68	0.34	0.75	0.48	1.00	1.00
Incremental Delay, d2	17.8	0.0	0.1	0.0	1.0	0.1
Delay (s)	55.7	1.6	11.5	5.2	56.7	53.4
Level of Service	E	A	B	A	E	D
Approach Delay (s)		5.4	10.8		55.2	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1897	642	1935	463	663
v/c Ratio	0.56	0.41	0.72	0.44	0.78
Control Delay	10.2	1.4	14.1	19.6	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	1.4	14.1	19.6	28.4
Queue Length 50th (ft)	177	4	259	73	131
Queue Length 95th (ft)	290	33	m226	111	#196
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3379	1583	2681	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.41	0.72	0.43	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1745	610	0	1780	0	440	0	630	0	0
Future Volume (vph)	0	1745	610	0	1780	0	440	0	630	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1897	642	0	1935	0	463	0	663	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1897	642	0	1935	0	463	0	663	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		32.3	65.0		32.3		17.7		17.7		
Effective Green, g (s)		34.3	65.0		34.3		19.7		19.7		
Actuated g/C Ratio		0.53	1.00		0.53		0.30		0.30		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3381	1583		2683		1040		844		
v/s Ratio Prot		0.30			c0.38		0.13		c0.24		
v/s Ratio Perm			0.41								
v/c Ratio		0.56	0.41		0.72		0.45		0.79		
Uniform Delay, d1		10.3	0.0		11.7		18.2		20.7		
Progression Factor		0.91	1.00		1.09		1.00		1.00		
Incremental Delay, d2		0.6	0.7		1.1		0.2		4.7		
Delay (s)		10.0	0.7		13.8		18.5		25.4		
Level of Service		B	A		B		B		C		
Approach Delay (s)		7.7			13.8			22.5		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1712	1707	347	1063	579
v/c Ratio	0.65	0.65	0.22	0.98	0.66
Control Delay	7.6	9.1	0.2	47.9	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.6	9.1	0.2	47.9	23.6
Queue Length 50th (ft)	56	127	0	212	110
Queue Length 95th (ft)	61	267	m0	#338	167
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2620	2620	1583	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.22	0.98	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1575	0	0	1570	330	1010	0	550	0	0
Future Volume (vph)	0	1575	0	0	1570	330	1010	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1712	0	0	1707	347	1063	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1712	0	0	1707	347	1063	0	579	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		31.5			31.5	65.0	18.5		18.5		
Effective Green, g (s)		33.5			33.5	65.0	20.5		20.5		
Actuated g/C Ratio		0.52			0.52	1.00	0.32		0.32		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2620			2620	1583	1082		878		
v/s Ratio Prot		c0.34			0.34		c0.31		0.21		
v/s Ratio Perm						0.22					
v/c Ratio		0.65			0.65	0.22	0.98		0.66		
Uniform Delay, d1		11.5			11.5	0.0	22.1		19.2		
Progression Factor		0.56			0.71	1.00	1.00		1.00		
Incremental Delay, d2		1.1			0.8	0.2	23.0		1.6		
Delay (s)		7.5			9.0	0.2	45.1		20.8		
Level of Service		A			A	A	D		C		
Approach Delay (s)		7.5			7.5			36.5		0.0	
Approach LOS		A			A			D		A	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	467	1843	98	1582	228	326	98	71	255	375
v/c Ratio	0.87	0.75	0.75	0.77	0.90	0.74	0.19	0.39	0.78	0.79
Control Delay	66.8	24.1	91.2	36.9	74.0	56.2	0.8	38.2	67.2	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	24.1	91.2	36.9	74.0	56.2	0.8	38.2	67.2	30.4
Queue Length 50th (ft)	188	366	82	412	154	263	0	44	209	114
Queue Length 95th (ft)	#282	511	#173	#566	#245	339	0	73	280	219
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	549	2460	134	2056	252	539	600	183	454	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.75	0.73	0.77	0.90	0.60	0.16	0.39	0.56	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	1515	180	90	1345	110	210	300	90	65	235	345
Future Volume (vph)	430	1515	180	90	1345	110	210	300	90	65	235	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4956		1752	4979		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.25	1.00	1.00	0.36	1.00	1.00
Satd. Flow (perm)	3400	4956		1752	4979		468	1845	1568	659	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	467	1647	196	98	1462	120	228	326	98	71	255	375
RTOR Reduction (vph)	0	10	0	0	7	0	0	0	74	0	0	194
Lane Group Flow (vph)	467	1833	0	98	1575	0	228	326	24	71	255	181
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	18.5	61.0		7.8	50.3		41.2	31.2	31.2	28.2	24.2	24.2
Effective Green, g (s)	20.5	63.0		9.8	52.3		41.2	31.2	31.2	28.2	24.2	24.2
Actuated g/C Ratio	0.16	0.48		0.08	0.40		0.32	0.24	0.24	0.22	0.19	0.19
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	536	2401		132	2003		256	442	376	176	343	291
v/s Ratio Prot	c0.14	c0.37		0.06	0.32		c0.08	0.18		0.01	0.14	
v/s Ratio Perm							c0.21		0.02	0.07		0.12
v/c Ratio	0.87	0.76		0.74	0.79		0.89	0.74	0.06	0.40	0.74	0.62
Uniform Delay, d1	53.5	27.4		58.9	34.0		39.0	45.6	38.1	42.4	50.0	48.7
Progression Factor	0.99	0.82		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.1	1.8		17.7	3.2		28.9	5.5	0.0	0.6	7.4	3.0
Delay (s)	64.0	24.2		76.6	37.2		67.9	51.1	38.1	42.9	57.4	51.7
Level of Service	E	C		E	D		E	D	D	D	E	D
Approach Delay (s)		32.3			39.5			55.0			52.9	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	2289	370	1500	505	109	152	261	27	27	27
v/c Ratio	0.91	0.73	0.98	0.55	0.47	0.30	0.77	0.49	0.36	0.35	0.07
Control Delay	99.1	26.2	125.5	29.0	6.5	75.1	102.4	15.6	95.6	95.0	0.3
Queue Delay	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.1	26.2	125.5	29.4	6.8	75.1	102.4	15.6	95.6	95.0	0.3
Queue Length 50th (ft)	362	653	235	528	101	62	178	50	33	33	0
Queue Length 95th (ft)	#525	827	#347	520	52	93	255	136	72	72	1
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	372	3122	379	2723	1215	610	331	536	252	257	426
Starvation Cap Reductn	0	0	0	615	248	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.73	0.98	0.71	0.52	0.18	0.46	0.49	0.11	0.11	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1915	190	340	1380	465	100	140	240	40	10	25
Future Volume (vph)	290	1915	190	340	1380	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5016		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5016		3433	5085	1583	3433	1863	1583	1681	1719	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	2082	207	370	1500	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	5	0	0	0	107	0	0	165	0	0	21
Lane Group Flow (vph)	315	2284	0	370	1500	398	109	152	96	27	27	6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	33.4	109.9		17.9	94.4	102.5	19.1	19.1	37.0	8.1	8.1	41.5
Effective Green, g (s)	35.4	111.9		19.9	96.4	106.5	19.1	19.1	37.0	8.1	8.1	41.5
Actuated g/C Ratio	0.20	0.62		0.11	0.54	0.59	0.11	0.11	0.21	0.04	0.04	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	348	3118		379	2723	936	364	197	325	75	77	364
v/s Ratio Prot	c0.18	c0.46		0.11	0.29	c0.02	0.03	c0.08	0.03	0.02	0.02	0.00
v/s Ratio Perm						0.23			0.03			0.00
v/c Ratio	0.91	0.73		0.98	0.55	0.43	0.30	0.77	0.29	0.36	0.35	0.02
Uniform Delay, d1	70.7	23.7		79.8	27.5	20.1	74.3	78.3	60.5	83.4	83.4	53.5
Progression Factor	1.00	1.00		1.15	0.98	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.4	1.6		35.5	0.7	0.1	0.2	15.5	0.2	1.1	1.0	0.0
Delay (s)	96.0	25.2		127.3	27.6	11.8	74.4	93.9	60.6	84.5	84.4	53.5
Level of Service	F	C		F	C	B	E	F	E	F	F	D
Approach Delay (s)		33.8			39.8			73.2			74.1	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	40.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1462	895	1495	642	853
v/c Ratio	0.29	0.57	0.58	0.82	0.69
Control Delay	0.1	4.8	23.5	52.7	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	4.8	23.6	52.7	42.9
Queue Length 50th (ft)	0	122	447	661	458
Queue Length 95th (ft)	0	605	523	693	448
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2585	948	1494
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	75	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.57	0.60	0.68	0.57

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1345	850	0	1375	0	610	0	810	0	0
Future Volume (vph)	0	1345	850	0	1375	0	610	0	810	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1462	895	0	1495	0	642	0	853	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1462	895	0	1495	0	642	0	853	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		180.0	180.0		89.5		77.5		77.5		
Effective Green, g (s)		180.0	180.0		91.5		79.5		79.5		
Actuated g/C Ratio		1.00	1.00		0.51		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2584		781		1230		
v/s Ratio Prot		0.29			0.29		c0.36		0.31		
v/s Ratio Perm			c0.57								
v/c Ratio		0.29	0.57		0.58		0.82		0.69		
Uniform Delay, d1		0.0	0.0		30.8		44.0		40.4		
Progression Factor		1.00	1.00		0.70		1.00		1.00		
Incremental Delay, d2		0.1	1.0		0.8		6.8		1.6		
Delay (s)		0.1	1.0		22.3		50.9		42.0		
Level of Service		A	A		C		D		D		
Approach Delay (s)		0.5			22.3			45.8		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1495	1734	880	576	842
v/c Ratio	0.54	0.63	0.56	0.30	0.77
Control Delay	10.9	10.9	1.8	19.3	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	10.9	1.8	19.3	28.0
Queue Length 50th (ft)	215	289	22	76	215
Queue Length 95th (ft)	345	m249	m0	98	282
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2769	2769	1568	2106	1201
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.63	0.56	0.27	0.70

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1375	0	0	1595	810	530	0	800	0	0	0
Future Volume (vph)	0	1375	0	0	1595	810	530	0	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1495	0	0	1734	880	576	0	842	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	26	0	0	0
Lane Group Flow (vph)	0	1495	0	0	1734	880	576	0	816	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		47.0			47.0	90.0	32.5		32.5			
Effective Green, g (s)		49.0			49.0	90.0	34.5		34.5			
Actuated g/C Ratio		0.54			0.54	1.00	0.38		0.38			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2768			2768	1568	1912		1068			
v/s Ratio Prot		0.29			c0.34		0.12		c0.29			
v/s Ratio Perm						0.56						
v/c Ratio		0.54			0.63	0.56	0.30		0.76			
Uniform Delay, d1		13.2			14.2	0.0	19.3		24.2			
Progression Factor		0.74			0.72	1.00	1.00		1.00			
Incremental Delay, d2		0.7			0.3	0.4	0.1		3.3			
Delay (s)		10.5			10.5	0.4	19.4		27.5			
Level of Service		B			B	A	B		C			
Approach Delay (s)		10.5			7.1			24.2			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	1891	130	87	2141	484	92	174	43	5	92
v/c Ratio	1.07	0.56	0.12	0.64	0.75	2.04	0.39	0.49	0.52	0.08	0.42
Control Delay	129.8	14.1	1.4	101.4	31.9	514.9	78.5	13.8	90.8	87.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.8	14.1	1.4	101.4	31.9	514.9	78.5	13.8	90.8	87.0	5.7
Queue Length 50th (ft)	~447	383	5	101	684	~829	103	0	44	6	0
Queue Length 95th (ft)	#666	382	m18	167	739	#1063	169	79	85	22	0
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	320	3393	1099	160	2846	237	548	588	82	393	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.56	0.12	0.54	0.75	2.04	0.17	0.30	0.52	0.01	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1740	120	80	1875	95	445	85	160	40	5	85
Future Volume (vph)	315	1740	120	80	1875	95	445	85	160	40	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5049		767	1863	1583	1299	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	1891	130	87	2038	103	484	92	174	43	5	92
RTOR Reduction (vph)	0	0	44	0	2	0	0	0	152	0	0	88
Lane Group Flow (vph)	342	1891	86	87	2139	0	484	92	22	43	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	30.6	117.0	117.0	11.8	98.2		32.2	23.0	23.0	10.4	7.2	7.2
Effective Green, g (s)	32.6	119.0	119.0	13.8	100.2		32.2	23.0	23.0	10.4	7.2	7.2
Actuated g/C Ratio	0.18	0.66	0.66	0.08	0.56		0.18	0.13	0.13	0.06	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	320	3361	1046	135	2810		243	238	202	83	74	63
v/s Ratio Prot	c0.19	0.37		0.05	c0.42		c0.21	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.15		0.01	0.02		0.00
v/c Ratio	1.07	0.56	0.08	0.64	0.76		1.99	0.39	0.11	0.52	0.07	0.06
Uniform Delay, d1	73.7	16.5	10.9	80.7	30.7		71.7	72.0	69.4	81.9	83.2	83.1
Progression Factor	0.97	0.84	0.77	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	64.8	0.6	0.1	7.7	2.0		460.7	0.4	0.1	2.3	0.1	0.1
Delay (s)	136.5	14.3	8.6	88.4	32.7		532.4	72.4	69.5	84.2	83.3	83.3
Level of Service	F	B	A	F	C		F	E	E	F	F	F
Approach Delay (s)		31.7			34.9			368.6			83.6	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	80.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	408	2391	207	370	1701	625	217	734	712	522	609	326
v/c Ratio	1.00	1.25	0.24	0.70	1.17	0.64	0.70	1.09	1.12	1.10	0.72	0.21
Control Delay	108.8	157.9	7.2	59.7	120.4	16.5	79.2	117.7	97.9	130.3	58.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.8	157.9	7.2	59.7	120.4	16.5	79.2	117.7	97.9	130.3	58.4	0.3
Queue Length 50th (ft)	209	~1067	30	182	~1009	144	107	~424	~454	~297	292	0
Queue Length 95th (ft)	#323	#1153	77	235	#1156	208	154	#555	#705	#416	363	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	409	1908	857	530	1453	973	318	672	637	473	842	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	1.25	0.24	0.70	1.17	0.64	0.68	1.09	1.12	1.10	0.72	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	2200	190	340	1565	575	200	675	655	480	560	300
Future Volume (vph)	375	2200	190	340	1565	575	200	675	655	480	560	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	408	2391	207	370	1701	625	217	734	712	522	609	326
RTOR Reduction (vph)	0	0	79	0	0	67	0	0	88	0	0	0
Lane Group Flow (vph)	408	2391	128	370	1701	558	217	734	624	522	609	326
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	15.9	54.3	65.8	21.2	59.6	78.3	11.5	26.5	47.7	18.7	33.7	150.0
Effective Green, g (s)	17.9	56.3	69.8	23.2	61.6	82.3	13.5	28.5	51.7	20.7	35.7	150.0
Actuated g/C Ratio	0.12	0.38	0.47	0.15	0.41	0.55	0.09	0.19	0.34	0.14	0.24	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	409	1908	736	530	1453	930	308	672	545	473	842	1583
v/s Ratio Prot	0.12	c0.47	0.02	0.11	c0.48	0.08	0.06	0.21	c0.18	c0.15	0.17	
v/s Ratio Perm			0.07			0.27			0.22			0.21
v/c Ratio	1.00	1.25	0.17	0.70	1.17	0.60	0.70	1.09	1.15	1.10	0.72	0.21
Uniform Delay, d1	66.0	46.9	23.3	60.1	44.2	22.8	66.3	60.8	49.1	64.7	52.6	0.0
Progression Factor	1.00	1.00	1.00	0.88	0.91	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.5	118.4	0.0	2.8	83.5	0.6	5.9	62.6	85.3	72.6	3.1	0.3
Delay (s)	109.5	165.3	23.4	55.7	123.9	20.0	72.2	123.3	134.5	137.3	55.7	0.3
Level of Service	F	F	C	E	F	C	E	F	F	F	E	A
Approach Delay (s)		147.9			90.4			121.4			72.5	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	112.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	397	2630	598	446	2478	386	179	217
v/c Ratio	0.67	0.75	0.54	0.64	0.54	0.35	0.24	0.43
Control Delay	33.8	8.5	2.4	28.0	3.9	2.8	9.7	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	8.5	2.4	28.0	3.9	2.8	9.7	15.1
Queue Length 50th (ft)	110	546	26	119	98	30	8	15
Queue Length 95th (ft)	m91	m139	m19	m138	m118	m49	29	40
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	628	3507	1112	732	4598	1111	780	530
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.75	0.54	0.61	0.54	0.35	0.23	0.41

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	2420	550	410	2280	355	0	0	165	0	0	200
Future Volume (vph)	365	2420	550	410	2280	355	0	0	165	0	0	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	2630	598	446	2478	386	0	0	179	0	0	217
RTOR Reduction (vph)	0	0	21	0	0	18	0	0	108	0	0	111
Lane Group Flow (vph)	397	2630	577	446	2478	368	0	0	71	0	0	106
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	11.2	49.7	49.7	13.3	51.8	51.8			13.3			11.2
Effective Green, g (s)	13.2	51.7	51.7	15.3	53.8	53.8			13.3			11.2
Actuated g/C Ratio	0.18	0.69	0.69	0.20	0.72	0.72			0.18			0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	592	3505	1091	700	4596	1093			640			392
v/s Ratio Prot	0.12	c0.52		c0.13	0.39				0.02			0.04
v/s Ratio Perm			0.36			0.24						
v/c Ratio	0.67	0.75	0.53	0.64	0.54	0.34			0.11			0.27
Uniform Delay, d1	28.9	7.5	5.7	27.3	4.9	4.0			25.9			28.3
Progression Factor	1.15	1.08	0.43	0.94	0.74	0.69			1.00			1.00
Incremental Delay, d2	0.2	0.1	0.0	0.9	0.2	0.4			0.1			0.1
Delay (s)	33.5	8.2	2.5	26.5	3.8	3.2			25.9			28.4
Level of Service	C	A	A	C	A	A			C			C
Approach Delay (s)		10.0			6.8			25.9			28.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2065	721	847	2332	453	947
v/c Ratio	1.01	0.46	0.87	0.76	0.39	1.01
Control Delay	55.8	0.6	42.3	9.5	39.2	80.1
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	55.8	0.6	42.3	9.8	39.2	80.1
Queue Length 50th (ft)	~470	0	238	311	174	~534
Queue Length 95th (ft)	#577	0	m303	327	225	#698
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	2041	1583	970	3067	1158	940
Starvation Cap Reductn	0	0	0	167	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.46	0.87	0.80	0.39	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1900	685	805	2145	0	0	0	0	430	0	900
Future Volume (vph)	0	1900	685	805	2145	0	0	0	0	430	0	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2065	721	847	2332	0	0	0	0	453	0	947
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2065	721	847	2332	0	0	0	0	453	0	947
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		38.6	150.0	38.0	88.5					48.6		48.6
Effective Green, g (s)		40.6	150.0	42.0	86.1					50.6		50.6
Actuated g/C Ratio		0.27	1.00	0.28	0.57					0.34		0.34
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2041	1583	961	2918					1158		940
v/s Ratio Prot		c0.27		c0.25	c0.46					0.13		
v/s Ratio Perm			0.46									c0.34
v/c Ratio		1.01	0.46	0.88	0.80					0.39		1.01
Uniform Delay, d1		54.7	0.0	51.6	25.1					37.9		49.7
Progression Factor		0.66	1.00	1.02	0.36					1.00		1.00
Incremental Delay, d2		19.4	0.6	8.1	1.4					0.1		31.2
Delay (s)		55.5	0.6	60.8	10.5					38.0		80.9
Level of Service		E	A	E	B					D		F
Approach Delay (s)		41.3			23.9			0.0			67.0	
Approach LOS		D			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	38.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1565	937	2228	305	947	495
v/c Ratio	0.50	0.34	0.40	0.19	0.95	0.69
Control Delay	5.7	1.5	4.9	0.1	77.5	61.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	1.5	4.9	0.1	77.5	61.2
Queue Length 50th (ft)	146	3	99	0	328	199
Queue Length 95th (ft)	m147	m6	m111	m0	#414	253
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3105	2787	5587	1583	998	722
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.34	0.40	0.19	0.95	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1440	890	0	2050	290	900	0	470	0	0	0
Future Volume (vph)	0	1440	890	0	2050	290	900	0	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1565	937	0	2228	305	947	0	495	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1565	937	0	2228	305	947	0	495	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		87.2	150.0		109.2	150.0	28.0		28.0			
Effective Green, g (s)		91.2	150.0		111.2	150.0	30.0		30.0			
Actuated g/C Ratio		0.61	1.00		0.74	1.00	0.20		0.20			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3091	2787		5592	1583	998		722			
v/s Ratio Prot		c0.31			c0.30		c0.19		0.14			
v/s Ratio Perm			0.34			0.19						
v/c Ratio		0.51	0.34		0.40	0.19	0.95		0.69			
Uniform Delay, d1		16.7	0.0		7.1	0.0	59.2		55.6			
Progression Factor		0.60	1.00		0.67	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.1		0.0	0.1	17.4		2.8			
Delay (s)		10.0	0.1		4.7	0.1	76.7		58.4			
Level of Service		A	A		A	A	E		E			
Approach Delay (s)		6.3			4.2			70.4			0.0	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	337	1370	370	217	1750	98	370	212	185	266	212	424
v/c Ratio	1.02	0.70	0.44	0.79	0.93	0.14	1.08	0.48	0.39	0.68	0.85	0.87
Control Delay	89.1	21.0	5.6	56.3	33.5	0.4	98.7	34.9	2.4	29.5	63.4	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.1	21.0	5.6	56.3	33.5	0.4	98.7	34.9	2.4	29.5	63.4	29.3
Queue Length 50th (ft)	~96	224	31	52	282	0	~146	49	0	94	98	46
Queue Length 95th (ft)	#191	256	80	#106	#387	0	#302	82	0	159	#209	#202
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	329	1963	838	274	1882	721	342	442	477	410	255	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.70	0.44	0.79	0.93	0.14	1.08	0.48	0.39	0.65	0.83	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	1260	340	200	1610	90	340	195	170	245	195	390
Future Volume (vph)	310	1260	340	200	1610	90	340	195	170	245	195	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.47	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	884	3539	1583	1073	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	1370	370	217	1750	98	370	212	185	266	212	424
RTOR Reduction (vph)	0	0	227	0	0	62	0	0	162	0	0	276
Lane Group Flow (vph)	337	1370	143	217	1750	36	370	212	23	266	212	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	5.2	26.9	26.9	4.0	25.7	25.7	19.2	9.4	9.4	20.6	10.1	10.1
Effective Green, g (s)	7.2	28.9	28.9	6.0	27.7	27.7	19.2	9.4	9.4	20.6	10.1	10.1
Actuated g/C Ratio	0.10	0.39	0.39	0.08	0.37	0.37	0.26	0.13	0.13	0.27	0.13	0.13
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	329	1959	609	274	1878	584	342	443	198	392	250	213
v/s Ratio Prot	c0.10	0.27		0.06	c0.34		c0.14	0.06		0.09	0.11	
v/s Ratio Perm			0.09			0.02	c0.14		0.01	0.09		0.09
v/c Ratio	1.02	0.70	0.23	0.79	0.93	0.06	1.08	0.48	0.12	0.68	0.85	0.69
Uniform Delay, d1	33.9	19.4	15.6	33.9	22.7	15.3	26.7	30.5	29.1	23.2	31.7	31.0
Progression Factor	1.05	0.99	2.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	52.1	1.8	0.8	13.5	9.9	0.2	72.3	0.3	0.1	3.6	21.7	7.7
Delay (s)	87.6	20.9	46.5	47.4	32.6	15.5	99.0	30.8	29.2	26.9	53.4	38.7
Level of Service	F	C	D	D	C	B	F	C	C	C	D	D
Approach Delay (s)		36.3			33.4			63.3			38.7	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2549	174	1946	158	207
v/c Ratio	0.60	0.79	0.51	0.69	0.54
Control Delay	17.9	77.9	1.9	64.9	11.3
Queue Delay	0.0	1.5	0.1	0.0	0.0
Total Delay	17.9	79.4	2.0	64.9	11.3
Queue Length 50th (ft)	297	103	34	119	0
Queue Length 95th (ft)	376	#237	32	181	65
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4279	221	3791	545	631
Starvation Cap Reductn	0	7	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.81	0.58	0.29	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2230	115	160	1790	145	190
Future Volume (vph)	2230	115	160	1790	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7489		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7489		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2424	125	174	1946	158	207
RTOR Reduction (vph)	5	0	0	0	0	180
Lane Group Flow (vph)	2544	0	174	1946	158	27
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.5		13.0	87.5	15.5	15.5
Effective Green, g (s)	68.5		15.0	89.5	15.5	15.5
Actuated g/C Ratio	0.57		0.12	0.75	0.13	0.13
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4274		221	3792	228	204
v/s Ratio Prot	c0.34		c0.10	0.38	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.60		0.79	0.51	0.69	0.13
Uniform Delay, d1	16.7		51.0	6.3	50.0	46.3
Progression Factor	1.00		1.09	0.22	1.00	1.00
Incremental Delay, d2	0.1		14.1	0.0	7.1	0.1
Delay (s)	16.9		69.5	1.4	57.1	46.4
Level of Service	B		E	A	E	D
Approach Delay (s)	16.9			7.0	51.0	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	103	2527	1940	92	272	179
v/c Ratio	0.78	0.53	0.49	0.09	0.61	0.53
Control Delay	70.9	2.7	10.6	1.2	54.8	15.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	70.9	2.7	10.6	1.2	54.8	15.9
Queue Length 50th (ft)	79	29	222	1	104	17
Queue Length 95th (ft)	m#173	46	278	m5	140	81
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4778	3977	1017	1058	595
Starvation Cap Reductn	0	476	0	0	0	0
Spillback Cap Reductn	0	0	39	0	0	5
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.59	0.49	0.09	0.26	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2325	1785	85	250	165
Future Volume (vph)	95	2325	1785	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2527	1940	92	272	179
RTOR Reduction (vph)	0	0	0	35	0	135
Lane Group Flow (vph)	103	2527	1940	57	272	44
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	87.5	72.5	72.5	15.5	15.5
Effective Green, g (s)	9.0	89.5	74.5	74.5	15.5	15.5
Actuated g/C Ratio	0.08	0.75	0.62	0.62	0.13	0.13
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4779	3978	982	443	204
v/s Ratio Prot	c0.06	c0.39	0.30		c0.08	
v/s Ratio Perm				0.04		0.03
v/c Ratio	0.78	0.53	0.49	0.06	0.61	0.22
Uniform Delay, d1	54.5	6.4	12.4	8.9	49.4	46.8
Progression Factor	0.71	0.34	0.79	0.47	1.00	1.00
Incremental Delay, d2	19.9	0.0	0.0	0.0	1.8	0.2
Delay (s)	58.4	2.2	9.8	4.2	51.2	47.0
Level of Service	E	A	A	A	D	D
Approach Delay (s)		4.4	9.5		49.5	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1701	1063	1457	505	558
v/c Ratio	0.47	0.67	0.51	0.58	0.79
Control Delay	6.0	10.4	7.7	22.7	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	10.4	7.7	22.7	30.9
Queue Length 50th (ft)	84	362	135	81	106
Queue Length 95th (ft)	157	466	160	123	#182
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3609	1583	2864	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.67	0.51	0.57	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1565	1010	0	1340	0	480	0	530	0	0
Future Volume (vph)	0	1565	1010	0	1340	0	480	0	530	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1701	1063	0	1457	0	505	0	558	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1701	1063	0	1457	0	505	0	558	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.8	60.0		31.8		13.2		13.2		
Effective Green, g (s)		33.8	60.0		33.8		15.2		15.2		
Actuated g/C Ratio		0.56	1.00		0.56		0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3609	1583		2864		869		706		
v/s Ratio Prot		0.27			0.29		0.15		0.20		
v/s Ratio Perm			c0.67								
v/c Ratio		0.47	0.67		0.51		0.58		0.79		
Uniform Delay, d1		7.8	0.0		8.0		19.6		20.9		
Progression Factor		0.72	1.00		0.89		1.00		1.00		
Incremental Delay, d2		0.4	2.0		0.5		0.8		5.8		
Delay (s)		6.0	2.0		7.6		20.4		26.7		
Level of Service		A	A		A		C		C		
Approach Delay (s)		4.5			7.6			23.7		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1266	1913	600	579	442
v/c Ratio	0.44	0.66	0.38	0.68	0.64
Control Delay	6.5	7.2	0.2	25.0	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.5	7.2	0.2	25.0	24.9
Queue Length 50th (ft)	111	159	0	95	79
Queue Length 95th (ft)	75	m157	m0	143	126
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2895	2895	1583	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.66	0.38	0.65	0.61

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1165	0	0	1760	570	550	0	420	0	0
Future Volume (vph)	0	1165	0	0	1760	570	550	0	420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1266	0	0	1913	600	579	0	442	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1266	0	0	1913	600	579	0	442	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		32.2			32.2	60.0	12.8		12.8		
Effective Green, g (s)		34.2			34.2	60.0	14.8		14.8		
Actuated g/C Ratio		0.57			0.57	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2898			2898	1583	846		687		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.44			0.66	0.38	0.68		0.64		
Uniform Delay, d1		7.4			8.9	0.0	20.5		20.2		
Progression Factor		0.80			0.75	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.3	0.2	2.1		1.8		
Delay (s)		6.3			7.0	0.2	22.6		22.1		
Level of Service		A			A	A	C		C		
Approach Delay (s)		6.3			5.4			22.4		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	424	1299	60	1804	250	228	82	109	223	571
v/c Ratio	1.00	0.59	0.48	0.98	0.72	0.45	0.15	0.32	0.45	1.06
Control Delay	88.0	20.3	66.9	54.9	44.6	39.3	0.6	28.9	40.3	87.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.0	20.3	66.9	54.9	44.6	39.3	0.6	28.9	40.3	87.5
Queue Length 50th (ft)	168	247	45	500	140	146	0	56	144	~388
Queue Length 95th (ft)	#280	299	91	#619	#220	225	0	98	222	#611
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	425	2194	131	1836	345	509	544	338	492	537
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.59	0.46	0.98	0.72	0.45	0.15	0.32	0.45	1.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1050	145	55	1575	85	230	210	75	100	205	525
Future Volume (vph)	390	1050	145	55	1575	85	230	210	75	100	205	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4944		1752	4997		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.48	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)	3400	4944		1752	4997		882	1845	1568	941	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	1141	158	60	1712	92	250	228	82	109	223	571
RTOR Reduction (vph)	0	15	0	0	5	0	0	0	59	0	0	120
Lane Group Flow (vph)	424	1284	0	60	1799	0	250	228	23	109	223	451
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.0	49.5		5.5	42.0		40.1	33.1	33.1	37.9	32.0	32.0
Effective Green, g (s)	15.0	51.5		7.5	44.0		40.1	33.1	33.1	37.9	32.0	32.0
Actuated g/C Ratio	0.12	0.43		0.06	0.37		0.33	0.28	0.28	0.32	0.27	0.27
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	425	2121		109	1832		345	508	432	337	492	418
v/s Ratio Prot	c0.12	0.26		0.03	c0.36		c0.04	0.12		0.02	0.12	
v/s Ratio Perm							0.20		0.01	0.09		c0.29
v/c Ratio	1.00	0.61		0.55	0.98		0.72	0.45	0.05	0.32	0.45	1.08
Uniform Delay, d1	52.5	26.4		54.6	37.6		35.1	35.9	31.9	30.1	36.7	44.0
Progression Factor	0.89	0.75		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.3	1.2		3.4	17.2		6.3	0.2	0.0	0.2	0.2	67.2
Delay (s)	86.8	21.0		58.0	54.8		41.3	36.1	31.9	30.3	36.9	111.2
Level of Service	F	C		E	D		D	D	C	C	D	F
Approach Delay (s)		37.2			54.9			37.8			83.1	
Approach LOS		D			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	52.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	2261	299	2266	65	250	11	402	274	281	359
v/c Ratio	0.56	0.91	1.16	0.86	0.05	0.70	0.06	1.04	0.91	0.91	0.86
Control Delay	88.5	40.2	159.9	21.7	0.2	70.9	55.1	99.4	88.6	89.3	46.6
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.5	40.2	159.9	22.4	0.2	70.9	55.1	99.4	88.6	89.3	46.6
Queue Length 50th (ft)	44	698	~169	246	0	115	9	~337	255	263	172
Queue Length 95th (ft)	#98	#873	m#258	538	m1	157	29	#506	#415	#425	#330
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	88	2475	257	2623	1213	784	425	387	324	330	419
Starvation Cap Reductn	0	0	0	121	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.91	1.16	0.91	0.05	0.32	0.03	1.04	0.85	0.85	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1935	145	275	2085	60	230	10	370	420	90	330
Future Volume (vph)	45	1935	145	275	2085	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2103	158	299	2266	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	19	0	0	62	0	0	83
Lane Group Flow (vph)	49	2256	0	299	2266	46	250	11	340	274	281	276
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	66.7		8.5	70.2	95.4	14.6	14.6	23.1	25.2	25.2	30.2
Effective Green, g (s)	7.0	68.7		10.5	72.2	99.4	14.6	14.6	23.1	25.2	25.2	30.2
Actuated g/C Ratio	0.05	0.49		0.08	0.52	0.71	0.10	0.10	0.17	0.18	0.18	0.22
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	88	2469		257	2622	1123	358	194	261	302	308	341
v/s Ratio Prot	0.03	c0.45		0.09	c0.45	0.01	0.07	0.01	c0.08	0.16	c0.16	0.03
v/s Ratio Perm						0.02			0.14			0.15
v/c Ratio	0.56	0.91		1.16	0.86	0.04	0.70	0.06	1.30	0.91	0.91	0.81
Uniform Delay, d1	65.0	32.9		64.8	29.6	6.1	60.6	56.5	58.5	56.3	56.3	52.2
Progression Factor	1.00	1.00		1.13	0.60	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	6.6		99.5	2.9	0.0	4.7	0.0	161.6	28.4	29.3	12.5
Delay (s)	69.3	39.5		172.4	20.7	1.1	65.3	56.5	220.1	84.7	85.6	64.7
Level of Service	E	D		F	C	A	E	E	F	F	F	E
Approach Delay (s)		40.2			37.5			159.0			77.1	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	56.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2092	842	1967	684	642
v/c Ratio	0.41	0.53	0.78	0.88	0.53
Control Delay	0.1	0.7	32.9	50.0	30.0
Queue Delay	0.0	0.0	0.2	0.0	0.0
Total Delay	0.1	0.7	33.1	50.0	30.0
Queue Length 50th (ft)	0	0	637	549	233
Queue Length 95th (ft)	m0	m0	704	693	277
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2535	853	1343
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	110	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.53	0.81	0.80	0.48

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (vph)	0	1925	800	0	1810	0	650	0	610	0	0
Future Volume (vph)	0	1925	800	0	1810	0	650	0	610	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2092	842	0	1967	0	684	0	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2092	842	0	1967	0	684	0	642	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		140.0	140.0		67.8		59.2		59.2		
Effective Green, g (s)		140.0	140.0		69.8		61.2		61.2		
Actuated g/C Ratio		1.00	1.00		0.50		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2535		773		1218		
v/s Ratio Prot		0.41			c0.39		c0.39		0.23		
v/s Ratio Perm			0.53								
v/c Ratio		0.41	0.53		0.78		0.88		0.53		
Uniform Delay, d1		0.0	0.0		28.7		36.2		28.8		
Progression Factor		1.00	1.00		1.04		1.00		1.00		
Incremental Delay, d2		0.1	0.5		1.7		11.7		0.3		
Delay (s)		0.1	0.5		31.6		47.9		29.1		
Level of Service		A	A		C		D		C		
Approach Delay (s)		0.2			31.6			38.8		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	2038	2315	804	620	789
v/c Ratio	0.70	0.79	0.51	0.37	0.82
Control Delay	11.1	11.9	0.8	18.4	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	11.9	0.8	18.4	28.2
Queue Length 50th (ft)	235	246	0	69	159
Queue Length 95th (ft)	263	m327	m0	97	#240
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2920	2920	1568	1710	991
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.79	0.51	0.36	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1875	0	0	2130	740	570	0	750	0	0	0
Future Volume (vph)	0	1875	0	0	2130	740	570	0	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	2038	0	0	2315	804	620	0	789	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	37	0	0	0
Lane Group Flow (vph)	0	2038	0	0	2315	804	620	0	752	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		38.2			38.2	70.0	21.3		21.3			
Effective Green, g (s)		40.2			40.2	70.0	23.3		23.3			
Actuated g/C Ratio		0.57			0.57	1.00	0.33		0.33			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2920			2920	1568	1660		927			
v/s Ratio Prot		0.40			c0.46		0.12		c0.27			
v/s Ratio Perm						0.51						
v/c Ratio		0.70			0.79	0.51	0.37		0.81			
Uniform Delay, d1		10.6			11.6	0.0	17.8		21.3			
Progression Factor		0.91			0.90	1.00	1.00		1.00			
Incremental Delay, d2		1.2			1.1	0.6	0.1		5.5			
Delay (s)		10.9			11.6	0.6	17.9		26.8			
Level of Service		B			B	A	B		C			
Approach Delay (s)		10.9			8.8			22.9			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	2413	337	152	2505	315	11	141	136	54	337
v/c Ratio	0.92	0.86	0.36	1.00	0.86	1.08	0.03	0.37	0.43	0.16	0.88
Control Delay	114.7	25.0	9.1	135.8	30.2	125.0	43.4	9.7	46.2	46.5	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.7	25.0	9.1	135.8	30.2	125.0	43.4	9.7	46.2	46.5	57.8
Queue Length 50th (ft)	91	569	94	141	676	~286	8	2	100	42	197
Queue Length 95th (ft)	m#162	#919	m176	#290	#954	#351	25	56	144	75	291
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	112	2799	928	152	2910	291	492	520	313	505	520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.86	0.36	1.00	0.86	1.08	0.02	0.27	0.43	0.11	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Future Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.72	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1345	1863	1583	1341	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2413	337	152	2467	38	315	11	141	136	54	337
RTOR Reduction (vph)	0	0	57	0	1	0	0	0	115	0	0	103
Lane Group Flow (vph)	103	2413	280	152	2504	0	315	11	26	136	54	234
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	6.9	75.1	75.1	10.1	78.3		28.8	23.8	23.8	30.8	24.8	24.8
Effective Green, g (s)	8.9	77.1	77.1	12.1	80.3		28.8	23.8	23.8	30.8	24.8	24.8
Actuated g/C Ratio	0.06	0.55	0.55	0.09	0.57		0.21	0.17	0.17	0.22	0.18	0.18
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	112	2800	871	152	2910		291	316	269	313	330	280
v/s Ratio Prot	0.06	0.47		c0.09	c0.49		c0.04	0.01		0.02	0.03	
v/s Ratio Perm			0.18				c0.18		0.02	0.08		0.15
v/c Ratio	0.92	0.86	0.32	1.00	0.86		1.08	0.03	0.10	0.43	0.16	0.84
Uniform Delay, d1	65.2	26.9	17.2	64.0	25.1		54.9	48.5	49.0	46.6	48.8	55.6
Progression Factor	0.98	0.78	0.70	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	46.1	2.6	0.7	73.0	3.6		76.5	0.0	0.1	0.4	0.1	18.3
Delay (s)	110.0	23.5	12.6	136.9	28.7		131.4	48.5	49.1	46.9	48.9	73.9
Level of Service	F	C	B	F	C		F	D	D	D	D	E
Approach Delay (s)		25.4			34.9			104.6			64.4	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	380	1957	207	527	2364	587	277	560	435	478	832	696
v/c Ratio	1.22	0.87	0.22	0.88	1.27	0.56	1.16	1.15	0.80	1.23	1.29	0.44
Control Delay	182.5	46.0	3.7	69.4	154.5	8.9	171.3	146.7	39.8	180.6	193.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	182.5	46.0	3.7	69.4	154.5	8.9	171.3	146.7	39.8	180.6	193.2	0.9
Queue Length 50th (ft)	~250	680	8	296	~1631	171	~176	~360	250	~317	~582	0
Queue Length 95th (ft)	#361	747	50	m#371	#1743	253	#275	#486	354	#435	#717	0
Internal Link Dist (ft)		620			1001			569			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	311	2246	936	611	1857	1042	238	488	554	388	643	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.87	0.22	0.86	1.27	0.56	1.16	1.15	0.79	1.23	1.29	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1800	190	485	2175	540	255	515	400	440	765	640
Future Volume (vph)	350	1800	190	485	2175	540	255	515	400	440	765	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	380	1957	207	527	2364	587	277	560	435	478	832	696
RTOR Reduction (vph)	0	0	93	0	0	50	0	0	51	0	0	0
Lane Group Flow (vph)	380	1957	114	527	2364	537	277	560	384	478	832	696
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	12.5	68.7	77.8	25.8	82.0	98.1	9.1	20.1	45.9	16.1	27.1	160.0
Effective Green, g (s)	14.5	70.7	81.8	27.8	84.0	102.1	11.1	22.1	49.9	18.1	29.1	160.0
Actuated g/C Ratio	0.09	0.44	0.51	0.17	0.52	0.64	0.07	0.14	0.31	0.11	0.18	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	311	2246	809	596	1857	1010	238	488	493	388	643	1583
v/s Ratio Prot	c0.11	0.38	0.01	0.15	c0.67	0.06	0.08	c0.16	0.14	0.14	c0.24	
v/s Ratio Perm			0.06			0.28			0.11			0.44
v/c Ratio	1.22	0.87	0.14	0.88	1.27	0.53	1.16	1.15	0.78	1.23	1.29	0.44
Uniform Delay, d1	72.8	40.5	20.6	64.5	38.0	15.9	74.5	69.0	50.0	71.0	65.5	0.0
Progression Factor	1.00	1.00	1.00	0.91	0.81	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	125.2	5.0	0.0	8.6	125.3	0.2	109.8	88.0	7.0	125.0	143.6	0.9
Delay (s)	198.0	45.5	20.6	67.5	156.2	17.6	184.3	157.0	57.0	195.9	209.1	0.9
Level of Service	F	D	C	E	F	B	F	F	E	F	F	A
Approach Delay (s)		66.3			119.4			128.7			133.7	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	109.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	116.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	103	2674	92	130	2462	114	674	1016
v/c Ratio	0.07	0.77	0.08	0.18	0.80	0.14	0.87	0.91
Control Delay	12.8	5.3	0.7	26.9	20.8	4.2	39.3	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	5.3	0.7	26.9	20.8	4.2	39.3	32.6
Queue Length 50th (ft)	17	110	0	33	363	10	118	177
Queue Length 95th (ft)	m21	m204	m4	m50	m412	m32	#196	#248
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	1557	3495	1117	729	3066	788	776	1219
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.77	0.08	0.18	0.80	0.14	0.87	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2460	85	120	2265	105	0	0	620	0	0	935
Future Volume (vph)	95	2460	85	120	2265	105	0	0	620	0	0	935
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2674	92	130	2462	114	0	0	674	0	0	1016
RTOR Reduction (vph)	0	0	29	0	0	59	0	0	100	0	0	74
Lane Group Flow (vph)	103	2674	63	130	2462	55	0	0	574	0	0	942
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	31.7	53.0	53.0	15.0	36.3	36.3			15.0			31.7
Effective Green, g (s)	33.7	55.0	55.0	17.0	38.3	38.3			15.0			31.7
Actuated g/C Ratio	0.42	0.69	0.69	0.21	0.48	0.48			0.19			0.40
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	1418	3495	1088	729	3067	729			676			1042
v/s Ratio Prot	0.03	c0.53		0.04	c0.38				0.16			c0.36
v/s Ratio Perm			0.04			0.04						
v/c Ratio	0.07	0.77	0.06	0.18	0.80	0.07			0.85			0.90
Uniform Delay, d1	13.8	8.2	4.1	25.8	17.7	11.3			31.4			22.7
Progression Factor	0.98	0.56	0.83	1.02	1.04	1.83			1.00			1.00
Incremental Delay, d2	0.0	0.4	0.0	0.1	1.7	0.1			9.6			10.7
Delay (s)	13.5	5.0	3.4	26.4	20.1	20.8			41.0			33.4
Level of Service	B	A	A	C	C	C			D			C
Approach Delay (s)		5.3			20.5			41.0			33.4	
Approach LOS		A			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2467	853	811	1978	316	705
v/c Ratio	0.92	0.54	0.77	0.57	0.35	0.97
Control Delay	44.3	0.8	55.2	7.8	49.6	85.6
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	44.3	0.8	55.2	7.9	49.6	85.6
Queue Length 50th (ft)	535	0	0	213	140	418
Queue Length 95th (ft)	614	0	m0	228	187	#564
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	2687	1583	1051	3480	892	724
Starvation Cap Reductn	0	0	0	553	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.54	0.77	0.68	0.35	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱↱
Traffic Volume (vph)	0	2270	810	770	1820	0	0	0	0	300	0	670
Future Volume (vph)	0	2270	810	770	1820	0	0	0	0	300	0	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2467	853	811	1978	0	0	0	0	316	0	705
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2467	853	811	1978	0	0	0	0	316	0	705
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		55.0	160.0	47.0	107.5					39.6		39.6
Effective Green, g (s)		57.0	160.0	44.6	105.1					41.6		41.6
Actuated g/C Ratio		0.36	1.00	0.28	0.66					0.26		0.26
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2687	1583	956	3340					892		724
v/s Ratio Prot		c0.33		c0.24	0.39					0.09		
v/s Ratio Perm			0.54									c0.25
v/c Ratio		0.92	0.54	0.85	0.59					0.35		0.97
Uniform Delay, d1		49.3	0.0	54.5	15.4					48.3		58.7
Progression Factor		0.82	1.00	0.99	0.55					1.00		1.00
Incremental Delay, d2		4.0	0.8	6.2	0.3					0.1		26.7
Delay (s)		44.2	0.8	60.3	8.7					48.3		85.4
Level of Service		D	A	E	A					D		F
Approach Delay (s)		33.0			23.7			0.0			73.9	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1663	1095	1837	337	947	716
v/c Ratio	0.51	0.39	0.33	0.21	0.93	0.97
Control Delay	0.7	2.0	3.7	0.2	78.3	89.9
Queue Delay	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	1.0	2.0	3.7	0.2	78.3	89.9
Queue Length 50th (ft)	5	32	62	0	349	330
Queue Length 95th (ft)	6	m41	m69	m0	#430	#442
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3273	2787	5587	1583	1016	735
Starvation Cap Reductn	870	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.39	0.33	0.21	0.93	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1530	1040	0	1690	320	900	0	680	0	0	0
Future Volume (vph)	0	1530	1040	0	1690	320	900	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1663	1095	0	1837	337	947	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1663	1095	0	1837	337	947	0	716	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		100.6	160.0		116.6	160.0	30.6		30.6			
Effective Green, g (s)		102.6	160.0		118.6	160.0	32.6		32.6			
Actuated g/C Ratio		0.64	1.00		0.74	1.00	0.20		0.20			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3260	2787		5591	1583	1016		735			
v/s Ratio Prot		c0.33			0.24		0.19		c0.20			
v/s Ratio Perm			c0.39			0.21						
v/c Ratio		0.51	0.39		0.33	0.21	0.93		0.97			
Uniform Delay, d1		15.3	0.0		7.1	0.0	62.6		63.3			
Progression Factor		0.03	1.00		0.50	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.2	14.8		26.8			
Delay (s)		0.5	0.2		3.6	0.2	77.4		90.1			
Level of Service		A	A		A	A	E		F			
Approach Delay (s)		0.4			3.0			82.8			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	321	1772	310	326	1440	136	315	201	217	277	326	429
v/c Ratio	0.88	0.98	0.41	0.98	0.81	0.20	1.02	0.32	0.41	0.69	1.02	0.83
Control Delay	57.6	30.8	2.9	82.3	28.2	1.5	83.4	30.5	3.6	30.5	91.9	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	30.8	2.9	82.3	28.2	1.5	83.4	30.5	3.6	30.5	91.9	25.7
Queue Length 50th (ft)	75	331	29	85	235	0	~125	46	0	102	~170	59
Queue Length 95th (ft)	m#123	m#385	m39	#166	292	12	#271	77	18	#172	#331	#216
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	364	1817	765	334	1773	683	308	625	526	409	319	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.98	0.41	0.98	0.81	0.20	1.02	0.32	0.41	0.68	1.02	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1630	285	300	1325	125	290	185	200	255	300	395
Future Volume (vph)	295	1630	285	300	1325	125	290	185	200	255	300	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.28	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	528	3539	1583	1165	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	1772	310	326	1440	136	315	201	217	277	326	429
RTOR Reduction (vph)	0	0	199	0	0	89	0	0	179	0	0	248
Lane Group Flow (vph)	321	1772	111	326	1440	47	315	201	38	277	326	181
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	6.5	26.6	26.6	5.8	25.9	25.9	23.8	14.1	14.1	23.0	13.7	13.7
Effective Green, g (s)	8.5	28.6	28.6	7.8	27.9	27.9	23.8	14.1	14.1	23.0	13.7	13.7
Actuated g/C Ratio	0.11	0.36	0.36	0.10	0.35	0.35	0.30	0.18	0.18	0.29	0.17	0.17
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	364	1817	565	334	1773	552	307	623	279	405	319	271
v/s Ratio Prot	0.09	c0.35		0.09	c0.28		c0.12	0.06		0.08	0.18	
v/s Ratio Perm			0.07			0.03	c0.18		0.02	0.12		0.11
v/c Ratio	0.88	0.98	0.20	0.98	0.81	0.09	1.03	0.32	0.14	0.68	1.02	0.67
Uniform Delay, d1	35.3	25.4	17.8	36.0	23.7	17.5	26.0	28.8	27.8	24.1	33.1	31.0
Progression Factor	1.03	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.8	13.5	0.6	42.2	4.2	0.3	58.2	0.1	0.1	3.8	56.1	4.8
Delay (s)	53.1	29.6	18.3	78.2	27.9	17.8	84.3	28.9	27.9	27.9	89.3	35.8
Level of Service	D	C	B	E	C	B	F	C	C	C	F	D
Approach Delay (s)		31.3			35.8			52.4			50.6	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2755	272	2516	125	130
v/c Ratio	0.64	0.95	0.64	0.67	0.46
Control Delay	20.1	95.8	2.5	72.8	13.6
Queue Delay	0.0	43.4	0.2	0.0	0.0
Total Delay	20.1	139.2	2.8	72.8	13.6
Queue Length 50th (ft)	369	196	61	103	0
Queue Length 95th (ft)	443	#396	42	164	58
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4288	285	3961	503	543
Starvation Cap Reductn	0	56	613	0	0
Spillback Cap Reductn	153	0	0	0	2
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	1.19	0.75	0.25	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2440	95	250	2315	115	120
Future Volume (vph)	2440	95	250	2315	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7502		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7502		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2652	103	272	2516	125	130
RTOR Reduction (vph)	3	0	0	0	0	116
Lane Group Flow (vph)	2752	0	272	2516	125	14
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	72.3		19.0	99.3	13.7	13.7
Effective Green, g (s)	74.3		21.0	101.3	13.7	13.7
Actuated g/C Ratio	0.57		0.16	0.78	0.11	0.11
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4287		285	3962	186	166
v/s Ratio Prot	c0.37		c0.15	c0.49	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.64		0.95	0.64	0.67	0.08
Uniform Delay, d1	18.8		54.0	6.3	56.0	52.5
Progression Factor	1.00		1.11	0.29	1.00	1.00
Incremental Delay, d2	0.2		34.6	0.2	7.3	0.1
Delay (s)	19.1		94.3	2.0	63.3	52.6
Level of Service	B		F	A	E	D
Approach Delay (s)	19.1			11.0	57.8	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	196	2587	2620	315	207	168
v/c Ratio	1.03	0.52	0.65	0.28	0.57	0.53
Control Delay	107.2	2.2	13.1	1.0	61.0	13.6
Queue Delay	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay	107.2	2.2	13.1	1.0	61.0	13.8
Queue Length 50th (ft)	~176	25	355	1	87	0
Queue Length 95th (ft)	#334	38	450	m12	122	65
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	190	4992	4006	1107	977	570
Starvation Cap Reductn	0	737	0	0	0	0
Spillback Cap Reductn	0	0	185	0	0	60
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.61	0.69	0.28	0.21	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2380	2410	290	190	155
Future Volume (vph)	180	2380	2410	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2587	2620	315	207	168
RTOR Reduction (vph)	0	0	0	118	0	150
Lane Group Flow (vph)	196	2587	2620	197	207	18
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	99.3	79.3	79.3	13.7	13.7
Effective Green, g (s)	14.0	101.3	81.3	81.3	13.7	13.7
Actuated g/C Ratio	0.11	0.78	0.63	0.63	0.11	0.11
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	190	4993	4007	989	361	166
v/s Ratio Prot	c0.11	0.40	c0.41		c0.06	
v/s Ratio Perm				0.12		0.01
v/c Ratio	1.03	0.52	0.65	0.20	0.57	0.11
Uniform Delay, d1	58.0	5.3	15.4	10.4	55.4	52.6
Progression Factor	0.68	0.33	0.79	0.55	1.00	1.00
Incremental Delay, d2	66.1	0.0	0.2	0.0	1.4	0.1
Delay (s)	105.7	1.8	12.3	5.7	56.7	52.7
Level of Service	F	A	B	A	E	D
Approach Delay (s)		9.1	11.6		54.9	
Approach LOS		A	B		D	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2022	747	2125	563	784
v/c Ratio	0.61	0.47	0.81	0.52	0.90
Control Delay	10.7	2.6	13.8	20.4	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	2.6	13.8	20.4	36.9
Queue Length 50th (ft)	196	30	231	92	165
Queue Length 95th (ft)	295	78	276	136	#276
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3312	1583	2628	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.47	0.81	0.52	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1860	710	0	1955	0	535	0	745	0	0
Future Volume (vph)	0	1860	710	0	1955	0	535	0	745	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2022	747	0	2125	0	563	0	784	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2022	747	0	2125	0	563	0	784	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.6	65.0		31.6		18.4		18.4		
Effective Green, g (s)		33.6	65.0		33.6		20.4		20.4		
Actuated g/C Ratio		0.52	1.00		0.52		0.31		0.31		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3312	1583		2628		1077		874		
v/s Ratio Prot		0.32			c0.42		0.16		c0.28		
v/s Ratio Perm			0.47								
v/c Ratio		0.61	0.47		0.81		0.52		0.90		
Uniform Delay, d1		11.1	0.0		13.0		18.3		21.3		
Progression Factor		0.90	1.00		0.91		1.00		1.00		
Incremental Delay, d2		0.7	0.9		1.9		0.4		11.8		
Delay (s)		10.7	0.9		13.7		18.7		33.1		
Level of Service		B	A		B		B		C		
Approach Delay (s)		8.0			13.7			27.0		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1832	1842	453	1200	705
v/c Ratio	0.73	0.73	0.29	0.83	0.60
Control Delay	18.9	16.5	0.2	39.3	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	16.5	0.2	39.3	31.3
Queue Length 50th (ft)	384	179	0	451	254
Queue Length 95th (ft)	396	m232	m0	513	307
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2522	2522	1583	1571	1275
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.29	0.76	0.55

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1685	0	0	1695	430	1140	0	670	0	0
Future Volume (vph)	0	1685	0	0	1695	430	1140	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1832	0	0	1842	453	1200	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1832	0	0	1842	453	1200	0	705	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		62.5			62.5	130.0	52.5		52.5		
Effective Green, g (s)		64.5			64.5	130.0	54.5		54.5		
Actuated g/C Ratio		0.50			0.50	1.00	0.42		0.42		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2522			2522	1583	1439		1168		
v/s Ratio Prot		0.36			c0.36		c0.35		0.25		
v/s Ratio Perm						0.29					
v/c Ratio		0.73			0.73	0.29	0.83		0.60		
Uniform Delay, d1		25.8			25.9	0.0	33.7		29.4		
Progression Factor		0.65			0.58	1.00	1.00		1.00		
Incremental Delay, d2		0.9			0.9	0.2	4.2		0.7		
Delay (s)		17.6			15.9	0.2	38.0		30.1		
Level of Service		B			B	A	D		C		
Approach Delay (s)		17.6			12.8			35.0		0.0	
Approach LOS		B			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	511	2049	114	1771	261	337	120	87	266	418
v/c Ratio	0.97	0.82	0.93	0.85	1.09	0.82	0.24	0.51	0.76	0.90
Control Delay	85.2	27.7	125.3	40.3	120.8	64.4	1.1	42.8	63.3	47.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	27.7	125.3	40.3	120.8	64.4	1.1	42.8	63.3	47.1
Queue Length 50th (ft)	234	350	97	489	~197	272	0	53	214	184
Queue Length 95th (ft)	#343	479	#217	#658	#280	358	0	87	291	303
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	528	2492	122	2075	240	515	583	171	458	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.82	0.93	0.85	1.09	0.65	0.21	0.51	0.58	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1670	215	105	1500	130	240	310	110	80	245	385
Future Volume (vph)	470	1670	215	105	1500	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4998		1770	5025		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.25	1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	3433	4998		1770	5025		473	1863	1583	477	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	1815	234	114	1630	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	11	0	0	7	0	0	0	94	0	0	170
Lane Group Flow (vph)	511	2038	0	114	1764	0	261	337	26	87	266	248
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	18.0	62.5		7.0	51.5		38.6	28.6	28.6	30.4	24.5	24.5
Effective Green, g (s)	20.0	64.5		9.0	53.5		38.6	28.6	28.6	30.4	24.5	24.5
Actuated g/C Ratio	0.15	0.50		0.07	0.41		0.30	0.22	0.22	0.23	0.19	0.19
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	528	2479		122	2067		240	409	348	170	351	298
v/s Ratio Prot	c0.15	c0.41		0.06	0.35		c0.08	c0.18		0.02	0.14	
v/s Ratio Perm							c0.24		0.02	0.10		0.16
v/c Ratio	0.97	0.82		0.93	0.85		1.09	0.82	0.08	0.51	0.76	0.83
Uniform Delay, d1	54.7	27.9		60.2	34.7		43.3	48.3	40.2	40.9	49.9	50.8
Progression Factor	1.08	0.87		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.3	2.4		60.3	4.7		83.4	12.1	0.0	1.1	8.1	17.1
Delay (s)	84.5	26.7		120.6	39.4		126.7	60.4	40.3	41.9	58.0	67.9
Level of Service	F	C		F	D		F	E	D	D	E	E
Approach Delay (s)		38.2			44.3			81.1			61.5	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	48.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX O

2020 & 2040 Build 3 Freeway HCS Operational Analysis

FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4620	0.95	3	0	1.5	1.2	0.985	1.00	4936
V_{RF}	350	0.92	2	0	1.5	1.2	0.990	1.00	384
V_{FR}	790	0.92	2	0	1.5	1.2	0.990	1.00	867
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4936							V =	6187
V_W	1251								
VR	0.202								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1251 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1686 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1536 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3222 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	822

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6103 veh/h	Weaving intensity factor, W	0.287
Weaving segment capacity, c_w	8800 veh/h	Weaving segment speed, S	54.4 mph
Weaving segment v/c ratio	0.693	Average weaving speed, S_W	57.7 mph
Weaving segment density, D	28.5 pc/mi/ln	Average non-weaving speed, S_{NW}	53.6 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4559 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 2-Bet Off & On from Sample*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4970*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1770*	pc/h/ln
S	*66.2*	mph
D = v_p / S	*26.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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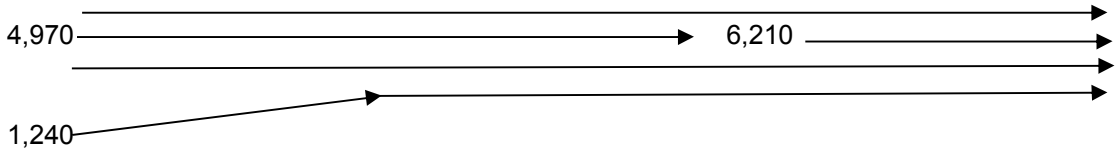
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**6,210**	vph	
	v_r =	**1,240**	vph	
	v_f =	**4,970**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,635**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,318**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,310**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,635	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,310	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,318	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6210*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1659*	pc/h/ln
S	*67.6*	mph
D = v_p / S	*24.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	6210	V_D =	1130 veh/h
		Ramp Volume, V_R	650		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6210	0.95	Level	3	0	0.985	1.00	6635
Ramp	650	0.92	Level	2	0	0.990	1.00	714
UpStream								
DownStream	1130	0.92	Level	2	0	0.990	1.00	1241

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.129 using Equation (Exhibit 13-6)

V_{12} = 853 pc/h

V_3 or V_{av34} 2891 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2654 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7349	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3686	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 26.1 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.327 (Exibit 13-11)

S_R= 60.9 mph (Exhibit 13-11)

S_0= 65.6 mph (Exhibit 13-11)

S = 63.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6860*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2443*	pc/h/ln
S	*52.1*	mph
D = v_p / S	*46.9*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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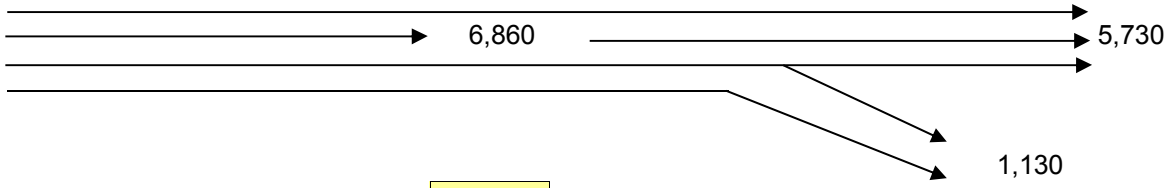
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**6,860**	vph	
	v_r =	**1,130**	vph	
	v_f =	**5,730**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,329**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,201**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**6,122**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 32.1 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	7,329	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	6,122	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,201	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 8-Bet Off & Off Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5730*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2041*	pc/h/ln
S	*61.8*	mph
D = v_p / S	*33.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	5730	V_D =	880 veh/h
		Ramp Volume, V_R	1250		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5730	0.95	Level	3	0	0.985	1.00	6122
Ramp	1250	0.92	Level	2	0	0.990	1.00	1372
UpStream								
DownStream	880	0.92	Level	2	0	0.990	1.00	966

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.544 using Equation (Exhibit 13-7)

V_{12} = 3955 pc/h

V_3 or V_{av34} 2167 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6122	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4750	Exhibit 13-8	7200	No
V_R	1372	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3955	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.5 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.421 (Exhibit 13-12)

S_R= 58.2 mph (Exhibit 13-12)

S_0= 72.2 mph (Exhibit 13-12)

S = 62.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4480*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1596*	pc/h/ln
S	*68.2*	mph
D = v_p / S	*23.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1250 veh/h	Freeway Volume, V_F	4480	V_D =	veh/h
		Ramp Volume, V_R	880		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4480	0.95	Level	3	0	0.985	1.00	4787
Ramp	880	0.92	Level	2	0	0.990	1.00	966
UpStream	1250	0.92	Level	2	0	0.990	1.00	1372
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1976.94 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2925 pc/h

V_3 or V_{av34} 1862 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2925 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5753	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3891	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 27.9 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.392 (Exibit 13-11)

S_R= 59.0 mph (Exhibit 13-11)

S_0= 65.1 mph (Exhibit 13-11)

S = 60.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5360*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1909*	pc/h/ln
S	*64.2*	mph
D = v_p / S	*29.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4915	0.95	3	0	1.5	1.2	0.985	1.00	5251
V_{RF}	1125	0.92	2	0	1.5	1.2	0.990	1.00	1235
V_{FR}	445	0.92	2	0	1.5	1.2	0.990	1.00	489
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	6975							V =	7112
V_W	137								
VR	0.019								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1037 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3244 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4281 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2246

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7017 veh/h	Weaving intensity factor, W	0.214
Weaving segment capacity, c_w	9064 veh/h	Weaving segment speed, S	58.5 mph
Weaving segment v/c ratio	0.774	Average weaving speed, S_W	60.3 mph
Weaving segment density, D	30.4 pc/mi/ln	Average non-weaving speed, S_{NW}	58.5 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5906 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6040*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1621*	pc/h/ln
S	*67.9*	mph
D = v_p / S	*23.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4150	0.95	3	0	1.5	1.2	0.985	1.00	4434
V_{RF}	410	0.92	2	0	1.5	1.2	0.990	1.00	450
V_{FR}	1560	0.92	2	0	1.5	1.2	0.990	1.00	1713
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4434							V =	6597
V_W	2163								
VR	0.328								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2163 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2598 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1433 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	4031 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	739

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6510 veh/h	Weaving intensity factor, W	0.342
Weaving segment capacity, c_w	7212 veh/h	Weaving segment speed, S	49.2 mph
Weaving segment v/c ratio	0.903	Average weaving speed, S_W	56.0 mph
Weaving segment density, D	33.5 pc/mi/ln	Average non-weaving speed, S_{NW}	46.5 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	5885 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4560*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1624*	pc/h/ln
S	*67.9*	mph
D = v_p / S	*23.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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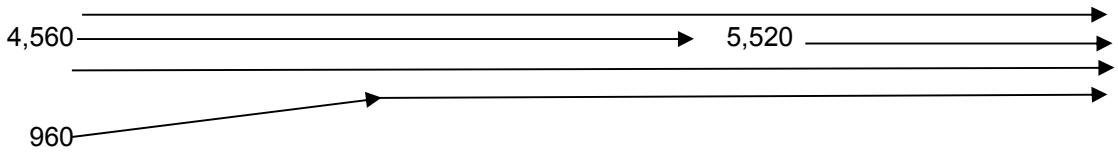
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**5,520**	vph	
	v_r =	**960**	vph	
	v_f =	**4,560**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,898**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,021**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,872**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	5,898	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	4,872	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,021	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 4-Bet On from Sample & Exp*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5520*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f_{LW}		mph
Number of Lanes, N	*4*		f_{LC}		mph
Total Ramp Density, TRD		ramps/mi	TRD Adjustment		mph
FFS (measured)	*70.0*	mph	FFS	*70.0*	mph
Base free-flow Speed, BFFS		mph			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1474*	pc/h/ln	Design LOS		
S	*69.1*	mph	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
D = v_p / S	*21.3*	pc/mi/ln	S		mph
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	5520	V_D =	1080 veh/h
		Ramp Volume, V_R	470		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5520	0.95	Level	3	0	0.985	1.00	5898
Ramp	470	0.92	Level	2	0	0.990	1.00	516
UpStream								
DownStream	1080	0.92	Level	2	0	0.990	1.00	1186

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.153 using Equation (Exhibit 13-6)

V_{12} = 904 pc/h

V_3 or V_{av34} 2497 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2359 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6414	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3158	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 21.9 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.263 (Exibit 13-11)

S_R= 62.6 mph (Exhibit 13-11)

S_0= 66.3 mph (Exhibit 13-11)

S = 64.4 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5990*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2133*	pc/h/ln
S	*59.9*	mph
D = v_p / S	*35.6*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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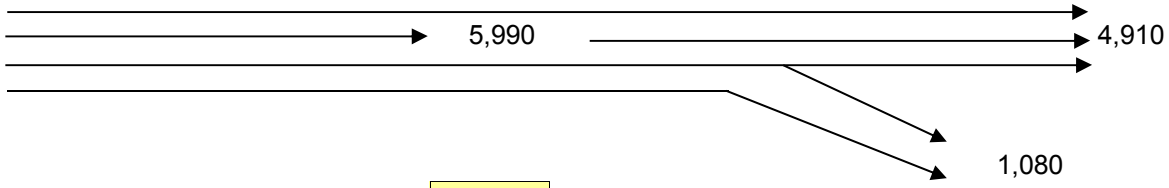
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**5,990**	vph	
	v_r =	**1,080**	vph	
	v_f =	**4,910**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,400**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,148**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,246**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 28.0 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,400	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,246	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,148	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4910*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1749*	pc/h/ln
S	*66.5*	mph
D = v_p / S	*26.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	4910	V_D =	1150 veh/h
		Ramp Volume, V_R	1230		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4910	0.95	Level	3	0	0.985	1.00	5246
Ramp	1230	0.92	Level	2	0	0.990	1.00	1350
UpStream								
DownStream	1150	0.92	Level	2	0	0.990	1.00	1262

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.567 using Equation (Exhibit 13-7)

V_{12} = 3558 pc/h

V_3 or V_{av34} 1688 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5246	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3896	Exhibit 13-8	7200	No
V_R	1350	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3558	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 33.1 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.419 (Exhibit 13-12)

S_R = 58.3 mph (Exhibit 13-12)

S_0 = 74.1 mph (Exhibit 13-12)

S = 62.6 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3680*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1311*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1230 veh/h	Freeway Volume, V_F	3680	V_D =	veh/h
		Ramp Volume, V_R	1150		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3680	0.95	Level	3	0	0.985	1.00	3932
Ramp	1150	0.92	Level	2	0	0.990	1.00	1262
UpStream	1230	0.92	Level	2	0	0.990	1.00	1350
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1857.32 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2403 pc/h

V_3 or V_{av34} 1529 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2403 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5194	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3665	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 26.0 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.353 (Exibit 13-11)

S_R= 60.1 mph (Exhibit 13-11)

S_0= 66.3 mph (Exhibit 13-11)

S = 61.8 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4830*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1720*	pc/h/ln
S	*66.9*	mph
D = v_p / S	*25.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4345	0.95	3	0	1.5	1.2	0.985	1.00	4642
V_{RF}	1105	0.92	2	0	1.5	1.2	0.990	1.00	1213
V_{FR}	485	0.92	2	0	1.5	1.2	0.990	1.00	532
V_{RR}	125	0.92	2	0	1.5	1.2	0.990	1.00	137
V_{NW}	6387							V =	6524
V_W	137								
VR	0.021								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	411 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1037 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3113 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4150 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2057

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6438 veh/h	Weaving intensity factor, W	0.208
Weaving segment capacity, c_w	9060 veh/h	Weaving segment speed, S	59.2 mph
Weaving segment v/c ratio	0.711	Average weaving speed, S_W	60.5 mph
Weaving segment density, D	27.5 pc/mi/ln	Average non-weaving speed, S_{NW}	59.2 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5922 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5450*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1463*	pc/h/ln
S	*69.2*	mph
D = v_p / S	*21.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4430*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1183*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*16.9*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3305	0.95	3	0	1.5	1.2	0.985	1.00	3531
V_{RF}	645	0.92	2	0	1.5	1.2	0.990	1.00	708
V_{FR}	1125	0.92	2	0	1.5	1.2	0.990	1.00	1235
V_{RR}	75	0.92	2	0	1.5	1.2	0.990	1.00	82
V_{NW}	5474							V =	5556
V_W	82								
VR	0.015								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	246 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	914 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	2910 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	3824 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	1993

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5485 veh/h	Weaving intensity factor, W	0.177
Weaving segment capacity, c_w	9257 veh/h	Weaving segment speed, S	61.6 mph
Weaving segment v/c ratio	0.592	Average weaving speed, S_W	61.7 mph
Weaving segment density, D	22.6 pc/mi/ln	Average non-weaving speed, S_{NW}	61.6 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5864 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3950*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1407*	pc/h/ln
S	*69.5*	mph
D = v_p / S	*20.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp			Downstream Adj Ramp	
☐ Yes	☐ On	Freeway Number of Lanes, N: 3	☑ Yes	☑ On
☑ No	☐ Off	Ramp Number of Lanes, N: 1	☐ No	☐ Off
L_{up} =	ft	Acceleration Lane Length, L_A:	L_{down} =	1200 ft
V_u =	veh/h	Deceleration Lane Length L_D: 200	V_D =	1310 veh/h
		Freeway Volume, V_F: 3950		
		Ramp Volume, V_R: 1090		
		Freeway Free-Flow Speed, S_{FF}: 70.0		
		Ramp Free-Flow Speed, S_{FR}: 45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3950	0.95	Level	3	0	0.985	1.00	4220
Ramp	1090	0.92	Level	2	0	0.990	1.00	1197
UpStream								
DownStream	1310	0.92	Level	2	0	0.990	1.00	1438

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.599 using Equation (Exhibit 13-7)

V_{12} = 3009 pc/h

V_3 or V_{av34} 1211 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4220	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3023	Exhibit 13-8	7200	No
V_R	1197	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3009	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 28.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.406 (Exhibit 13-12)

S_R= 58.6 mph (Exhibit 13-12)

S_0= 76.0 mph (Exhibit 13-12)

S = 62.7 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*2860*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1019*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*14.6*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1090 veh/h	Freeway Volume, V_F	2860	V_D =	veh/h
		Ramp Volume, V_R	1310		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	2860	0.95	Level	3	0	0.985	1.00	3056
Ramp	1310	0.92	Level	2	0	0.990	1.00	1438
UpStream	1090	0.92	Level	2	0	0.990	1.00	1197
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1663.12 (Equation 13-6 or 13-7)

P_{FM} = 0.579 using Equation (Exhibit 13-6)

V_{12} = 1770 pc/h

V_3 or V_{av34} 1286 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 1770 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	4494	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3208	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 22.9 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.307 (Exibit 13-11)

S_R= 61.4 mph (Exhibit 13-11)

S_0= 67.2 mph (Exhibit 13-11)

S = 62.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4170*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1485*	pc/h/ln
S	*69.1*	mph
D = v_p / S	*21.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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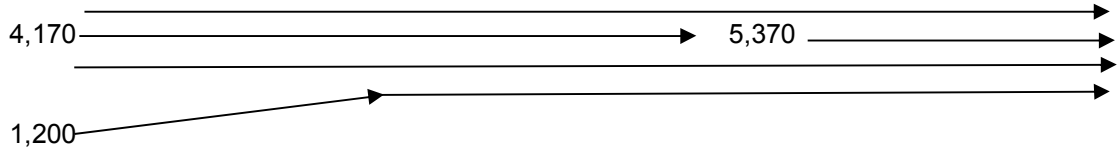
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**5,370**	vph	
	v_r =	**1,200**	vph	
	v_f =	**4,170**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,737**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,276**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,455**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	5,737	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	4,455	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,276	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5370*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1434*	pc/h/ln
S	*69.4*	mph
D = v_p / S	*20.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp

☑ Yes ☑ On

☐ No ☐ Off

L_{up} = 4500 ft

V_u = 1200 veh/h

Freeway Number of Lanes, N	4
Ramp Number of Lanes, N	1
Acceleration Lane Length, L_A	
Deceleration Lane Length L_D	300
Freeway Volume, V_F	5370
Ramp Volume, V_R	500
Freeway Free-Flow Speed, S_{FF}	70.0
Ramp Free-Flow Speed, S_{FR}	45.0

Downstream Adj Ramp

☐ Yes ☐ On

☑ No ☐ Off

L_{down} = ft

V_D = veh/h

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5370	0.95	Level	3	0	0.985	1.00	5737
Ramp	500	0.92	Level	2	0	0.990	1.00	549
UpStream	1200	0.92	Level	2	0	0.990	1.00	1317
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 2811 pc/h

V_3 or V_{av34} 1463 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5737	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	5188	Exhibit 13-8	9600	No
V_R	549	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	2811	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 28.1 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.347 (Exhibit 13-12)

S_R= 60.3 mph (Exhibit 13-12)

S_0= 75.5 mph (Exhibit 13-12)

S = 66.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4870*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1301*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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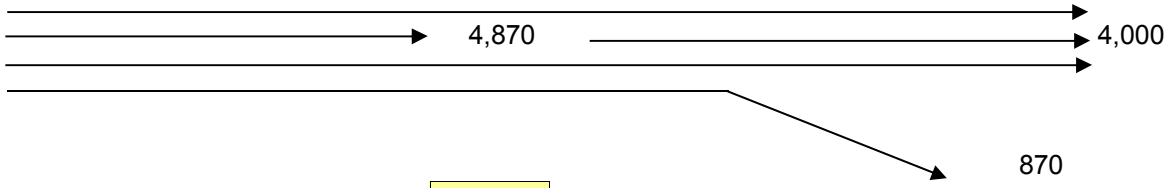
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**4,870**	vph	
	v_r =	**870**	vph	
	v_f =	**4,000**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,203**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**925**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,274**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 22.8 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	5,203	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	4,274	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	925	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4000*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1425*	pc/h/ln
S	*69.4*	mph
D = v_p / S	*20.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3390	0.95	3	0	1.5	1.2	0.985	1.00	3622
V_{RF}	1770	0.92	2	0	1.5	1.2	0.990	1.00	1943
V_{FR}	610	0.92	2	0	1.5	1.2	0.990	1.00	670
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	3622							V =	6235
V_W	2613								
VR	0.419								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	846

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6156 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5642 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.091	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6896 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4920*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1314*	pc/h/ln
S	*69.8*	mph
D = v_p / S	*18.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3815	0.95	3	0	1.5	1.2	0.985	1.00	4076
V_{RF}	565	0.92	2	0	1.5	1.2	0.990	1.00	620
V_{FR}	975	0.92	2	0	1.5	1.2	0.990	1.00	1070
V_{RR}	65	0.92	2	0	1.5	1.2	0.990	1.00	71
V_{NW}	5766							V =	5837
V_W	71								
VR	0.012								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	213 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	881 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	2975 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	3856 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2099

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	5761 veh/h	Weaving intensity factor, W	0.179
Weaving segment capacity, c_w	9265 veh/h	Weaving segment speed, S	61.5 mph
Weaving segment v/c ratio	0.622	Average weaving speed, S_W	61.7 mph
Weaving segment density, D	23.7 pc/mi/ln	Average non-weaving speed, S_{NW}	61.5 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5840 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4380*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1560*	pc/h/ln
S	*68.5*	mph
D = v_p / S	*22.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	1200 ft
V_u =	veh/h	Freeway Volume, V_F	4380	V_D =	1470 veh/h
		Ramp Volume, V_R	910		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4380	0.95	Level	3	0	0.985	1.00	4680
Ramp	910	0.92	Level	2	0	0.990	1.00	999
UpStream								
DownStream	1470	0.92	Level	2	0	0.990	1.00	1614

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.597 using Equation (Exhibit 13-7)

V_{12} = 3197 pc/h

V_3 or V_{av34} 1483 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4680	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3681	Exhibit 13-8	7200	No
V_R	999	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3197	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 29.9 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.388 (Exhibit 13-12)

S_R= 59.1 mph (Exhibit 13-12)

S_0= 74.9 mph (Exhibit 13-12)

S = 63.4 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3470*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1236*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*17.7*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	910 veh/h	Freeway Volume, V_F	3470	V_D =	veh/h
		Ramp Volume, V_R	1470		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3470	0.95	Level	3	0	0.985	1.00	3707
Ramp	1470	0.92	Level	2	0	0.990	1.00	1614
UpStream	910	0.92	Level	2	0	0.990	1.00	999
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1840.09 (Equation 13-6 or 13-7)

P_{FM} = 0.568 using Equation (Exhibit 13-6)

V_{12} = 2105 pc/h

V_3 or V_{av34} 1602 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2118 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5321	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3732	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 26.9 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.374 (Exibit 13-11)

S_R= 59.5 mph (Exhibit 13-11)

S_0= 66.1 mph (Exhibit 13-11)

S = 61.3 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4940*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1759*	pc/h/ln
S	*66.4*	mph
D = v_p / S	*26.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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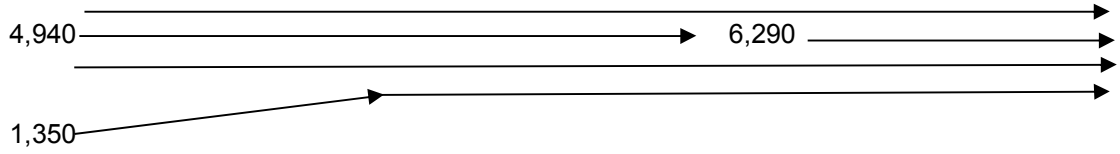
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**6,290**	vph	
	v_r =	**1,350**	vph	
	v_f =	**4,940**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,720**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,435**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,278**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,720	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,278	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,435	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6290*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1680*	pc/h/ln
S	*67.3*	mph
D = v_p / S	*25.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1350 veh/h	Freeway Volume, V_F	6290	V_D =	veh/h
		Ramp Volume, V_R	520		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6290	0.95	Level	3	0	0.985	1.00	6720
Ramp	520	0.92	Level	2	0	0.990	1.00	571
UpStream	1350	0.92	Level	2	0	0.990	1.00	1482
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3252 pc/h

V_3 or V_{av34} 1734 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6720	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	6149	Exhibit 13-8	9600	No
V_R	571	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3252	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 32.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.349 (Exhibit 13-12)

S_R= 60.2 mph (Exhibit 13-12)

S_0= 74.6 mph (Exhibit 13-12)

S = 66.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5770*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1541*	pc/h/ln
S	*68.7*	mph
D = v_p / S	*22.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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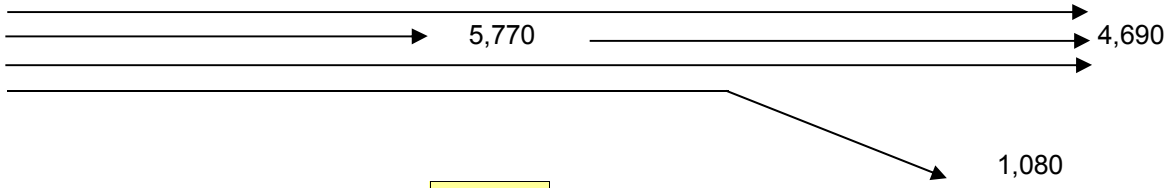
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2020 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**5,770**	vph	
	v_r =	**1,080**	vph	
	v_f =	**4,690**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,165**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,148**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,011**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 27.0 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,165	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,011	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,148	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2020 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4690*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1670*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2020 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4050	0.95	3	0	1.5	1.2	0.985	1.00	4327
V_{RF}	1380	0.92	2	0	1.5	1.2	0.990	1.00	1515
V_{FR}	640	0.92	2	0	1.5	1.2	0.990	1.00	703
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4327							V =	6545
V_W	2218								
VR	0.339								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	2218 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	2667 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1487 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	4154 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	763

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6459 veh/h	Weaving intensity factor, W	0.335
Weaving segment capacity, c_w	6977 veh/h	Weaving segment speed, S	49.1 mph
Weaving segment v/c ratio	0.926	Average weaving speed, S_W	56.2 mph
Weaving segment density, D	33.3 pc/mi/ln	Average non-weaving speed, S_{NW}	46.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	6005 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4635	0.95	3	0	1.5	1.2	0.985	1.00	4952
V_{RF}	415	0.92	2	0	1.5	1.2	0.990	1.00	456
V_{FR}	980	0.92	2	0	1.5	1.2	0.990	1.00	1076
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4952							V =	6484
V_W	1532								
VR	0.236								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	1532 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1967 lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	1540 lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	3507 lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	825

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6396 veh/h	Weaving intensity factor, W	0.307
Weaving segment capacity, c_w	8694 veh/h	Weaving segment speed, S	52.5 mph
Weaving segment v/c ratio	0.736	Average weaving speed, S_W	57.1 mph
Weaving segment density, D	30.9 pc/mi/ln	Average non-weaving speed, S_{NW}	51.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	4910 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*AM*	Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5050*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1799*	pc/h/ln
S	*65.8*	mph
D = v_p / S	*27.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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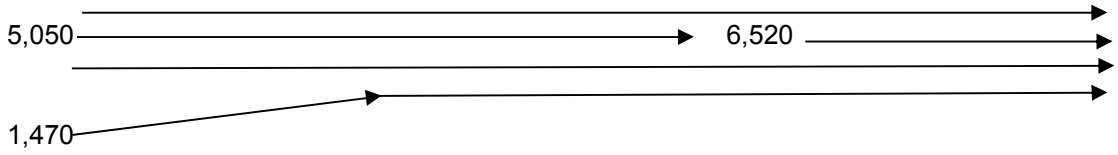
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**6,520**	vph	
	v_r =	**1,470**	vph	
	v_f =	**5,050**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,966**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,563**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,396**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,966	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,396	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,563	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6520*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1742*	pc/h/ln
S	*66.6*	mph
D = v_p / S	*26.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	6520	V_D =	1440 veh/h
		Ramp Volume, V_R	820		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6520	0.95	Level	3	0	0.985	1.00	6966
Ramp	820	0.92	Level	2	0	0.990	1.00	900
UpStream								
DownStream	1440	0.92	Level	2	0	0.990	1.00	1581

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.105 using Equation (Exhibit 13-6)

V_{12} = 734 pc/h

V_3 or V_{av34} 3116 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2786 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7866	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4020	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 28.8 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.388 (Exibit 13-11)

S_R= 59.1 mph (Exhibit 13-11)

S_0= 65.3 mph (Exhibit 13-11)

S = 61.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7340*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2614*	pc/h/ln
S	*46.8*	mph
D = v_p / S	*55.8*	pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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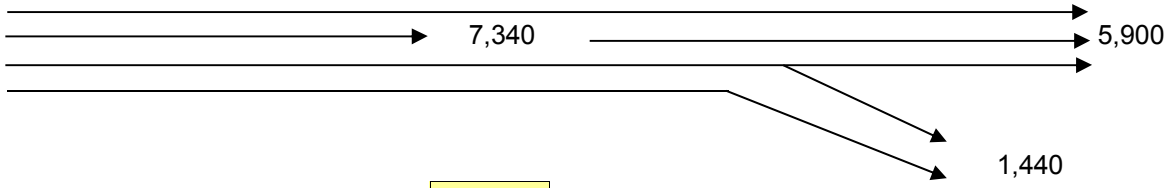
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**7,340**	vph	
	v_r =	**1,440**	vph	
	v_f =	**5,900**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,842**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,531**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**6,304**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 34.3 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	7,842	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	6,304	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,531	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5900*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2101*	pc/h/ln
S	*60.6*	mph
D = v_p / S	*34.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp			Downstream Adj Ramp	
☐ Yes	☐ On	Freeway Number of Lanes, N: 3	☑ Yes	☑ On
☑ No	☐ Off	Ramp Number of Lanes, N: 1	☐ No	☐ Off
L_{up} =	ft	Acceleration Lane Length, L_A:	L_{down} =	2800 ft
V_u =	veh/h	Deceleration Lane Length L_D: 200	V_D =	1070 veh/h
		Freeway Volume, V_F: 5900		
		Ramp Volume, V_R: 1370		
		Freeway Free-Flow Speed, S_{FF}: 70.0		
		Ramp Free-Flow Speed, S_{FR}: 45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5900	0.95	Level	3	0	0.985	1.00	6304
Ramp	1370	0.92	Level	2	0	0.990	1.00	1504
UpStream								
DownStream	1070	0.92	Level	2	0	0.990	1.00	1175

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R = mph (Exhibit 13-11)

S_0 = mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.533 using Equation (Exhibit 13-7)

V_{12} = 4063 pc/h

V_3 or V_{av34} 2241 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes, V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6304	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4800	Exhibit 13-8	7200	No
V_R	1504	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	4063	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 37.4 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.433 (Exhibit 13-12)

S_R = 57.9 mph (Exhibit 13-12)

S_0 = 72.0 mph (Exhibit 13-12)

S = 62.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 10-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4530*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1613*	pc/h/ln
S	*68.0*	mph
D = v_p / S	*23.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1370 veh/h	Freeway Volume, V_F	4530	V_D =	veh/h
		Ramp Volume, V_R	1070		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4530	0.95	Level	3	0	0.985	1.00	4840
Ramp	1070	0.92	Level	2	0	0.990	1.00	1175
UpStream	1370	0.92	Level	2	0	0.990	1.00	1504
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 2033.01 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2958 pc/h

V_3 or V_{av34} 1882 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2958 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	6015	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4133	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 29.6 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.444 (Exibit 13-11)

S_R= 57.6 mph (Exhibit 13-11)

S_0= 65.0 mph (Exhibit 13-11)

S = 59.7 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5600*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1994*	pc/h/ln
S	*62.7*	mph
D = v_p / S	*31.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	5010	0.95	3	0	1.5	1.2	0.985	1.00	5353
V_{RF}	1050	0.92	2	0	1.5	1.2	0.990	1.00	1153
V_{FR}	590	0.92	2	0	1.5	1.2	0.990	1.00	648
V_{RR}	290	0.92	2	0	1.5	1.2	0.990	1.00	318
V_{NW}	7154							V =	7472
V_W	318								
VR	0.043								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	954 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1580 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3284 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4864 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2304

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7372 veh/h	Weaving intensity factor, W	0.236
Weaving segment capacity, c_w	8997 veh/h	Weaving segment speed, S	54.4 mph
Weaving segment v/c ratio	0.819	Average weaving speed, S_W	59.5 mph
Weaving segment density, D	34.4 pc/mi/ln	Average non-weaving speed, S_{NW}	54.2 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	6123 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6060*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1627*	pc/h/ln
S	*67.9*	mph
D = v_p / S	*24.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 1-Bet Copans & Sample
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2380ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4270	0.95	3	0	1.5	1.2	0.985	1.00	4562
V_{RF}	490	0.92	2	0	1.5	1.2	0.990	1.00	538
V_{FR}	1820	0.92	2	0	1.5	1.2	0.990	1.00	1998
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4562							V =	7098
V_W	2536								
VR	0.357								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7006 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6618 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.059	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6206 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 2-Bet Off & On from Sample*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4760*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1695*	pc/h/ln
S	*67.2*	mph
D = v_p / S	*25.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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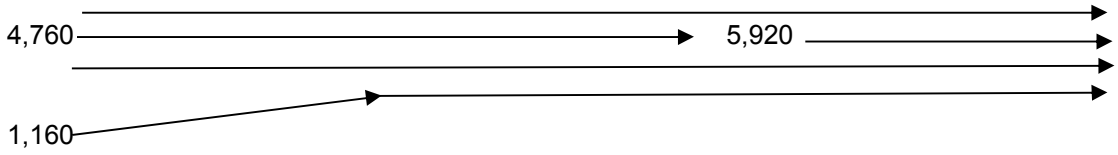
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 3: I-95 Northbound On-Ramp from WB Sample Road**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**5,920**	vph	
	v_r =	**1,160**	vph	
	v_f =	**4,760**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,325**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,233**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,086**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	**Capacity Check (see Exhibits 25-3 and 25-7):**	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,325	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,086	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,233	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 4-Bet On from Sample & Exp*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5920*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Grade*
DDHV = AADT x K x D		veh/h	Grade 0.00% Length	*0.00mi*
			Up/Down %	*0.00*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1581*	pc/h/ln
S	*68.3*	mph
D = v_p / S	*23.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 5-On from Exp
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☐ On
☑ No	☐ Off	Acceleration Lane Length, L_A	1500	☐ No	☑ Off
L_{up} =	ft	Deceleration Lane Length L_D		L_{down} =	6200 ft
V_u =	veh/h	Freeway Volume, V_F	5920	V_D =	1350 veh/h
		Ramp Volume, V_R	620		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5920	0.95	Level	3	0	0.985	1.00	6325
Ramp	620	0.92	Level	2	0	0.990	1.00	681
UpStream								
DownStream	1350	0.92	Level	2	0	0.990	1.00	1482

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.133 using Equation (Exhibit 13-6)

V_{12} = 839 pc/h

V_3 or V_{av34} 2743 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☑ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2530 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	7006	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3514	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 24.7 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.302 (Exibit 13-11)

S_R= 61.5 mph (Exhibit 13-11)

S_0= 65.9 mph (Exhibit 13-11)

S = 63.6 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 6-Bet Exp On & Off to 10th*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6540*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2329*	pc/h/ln
S	*55.2*	mph
D = v_p / S	*42.2*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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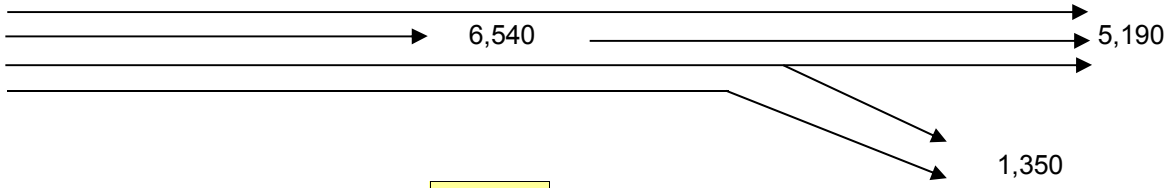
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 7: I-95 NB Off-Ramp to SW 10th St EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**6,540**	vph	
	v_r =	**1,350**	vph	
	v_f =	**5,190**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,987**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,435**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,545**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 30.6 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,987	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,545	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,435	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 8-Bet Off & Off Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5190*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1848*	pc/h/ln
S	*65.1*	mph
D = v_p / S	*28.4*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 9-Off to Hillsboro EB&WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	2800 ft
V_u =	veh/h	Freeway Volume, V_F	5190	V_D =	1420 veh/h
		Ramp Volume, V_R	1360		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	5190	0.95	Level	3	0	0.985	1.00	5545
Ramp	1360	0.92	Level	2	0	0.990	1.00	1493
UpStream								
DownStream	1420	0.92	Level	2	0	0.990	1.00	1559

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.553 using Equation (Exhibit 13-7)

V_{12} = 3733 pc/h

V_3 or V_{av34} 1812 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	5545	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	4052	Exhibit 13-8	7200	No
V_R	1493	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3733	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 34.6 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.432 (Exhibit 13-12)

S_R= 57.9 mph (Exhibit 13-12)

S_0= 73.6 mph (Exhibit 13-12)

S = 62.2 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 NB*
Agency or Company	*AECOM*	From/To	*Seg 10-Bet Off & On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3830*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1364*	pc/h/ln
S	*69.7*	mph
D = v_p / S	*19.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 NB
Agency or Company	AECOM	Junction	Seg 11-On Ramp 10th St EB & WB
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1200	☑ No	☐ Off
L_{up} =	2800 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1360 veh/h	Freeway Volume, V_F	3830	V_D =	veh/h
		Ramp Volume, V_R	1420		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3830	0.95	Level	3	0	0.985	1.00	4092
Ramp	1420	0.92	Level	2	0	0.990	1.00	1559
UpStream	1360	0.92	Level	2	0	0.990	1.00	1493
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1955.11 (Equation 13-6 or 13-7)

P_{FM} = 0.611 using Equation (Exhibit 13-6)

V_{12} = 2501 pc/h

V_3 or V_{av34} 1591 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2501 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5651	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4060	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = 28.9 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.427 (Exibit 13-11)

S_R= 58.0 mph (Exhibit 13-11)

S_0= 66.1 mph (Exhibit 13-11)

S = 60.1 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 12-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5250*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1870*	pc/h/ln
S	*64.8*	mph
D = v_p / S	*28.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 NB
Weaving Segment Location	Seg 13-Bet On & Off to Exp
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	4600ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4635	0.95	3	0	1.5	1.2	0.985	1.00	4952
V_{RF}	1145	0.92	2	0	1.5	1.2	0.990	1.00	1257
V_{FR}	615	0.92	2	0	1.5	1.2	0.990	1.00	675
V_{RR}	245	0.92	2	0	1.5	1.2	0.990	1.00	269
V_{NW}	6884							V =	7153
V_W	269								
VR	0.038								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	807 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1433 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3224 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4657 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2217

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	7059 veh/h	Weaving intensity factor, W	0.228
Weaving segment capacity, c_w	9013 veh/h	Weaving segment speed, S	55.8 mph
Weaving segment v/c ratio	0.783	Average weaving speed, S_W	59.8 mph
Weaving segment density, D	32.1 pc/mi/ln	Average non-weaving speed, S_{NW}	55.6 mph
Level of Service, LOS	D	Maximum weaving length, L_{MAX}	6077 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 NB*
From/To	*Seg 14-North of Hillsboro*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5780*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*4*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.980*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1551*	pc/h/ln
S	*68.6*	mph
D = v_p / S	*22.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4860*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*		E_R	*1.2*
E_T	*1.5*		$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1298*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3560	0.95	3	0	1.5	1.2	0.985	1.00	3804
V_{RF}	1050	0.92	2	0	1.5	1.2	0.990	1.00	1153
V_{FR}	1300	0.92	2	0	1.5	1.2	0.990	1.00	1427
V_{RR}	120	0.92	2	0	1.5	1.2	0.990	1.00	132
V_{NW}	6384							V =	6516
V_W	132								
VR	0.020								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	396 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	1064 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3113 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4177 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2324

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6433 veh/h	Weaving intensity factor, W	0.190
Weaving segment capacity, c_w	9241 veh/h	Weaving segment speed, S	59.4 mph
Weaving segment v/c ratio	0.696	Average weaving speed, S_W	61.2 mph
Weaving segment density, D	27.4 pc/mi/ln	Average non-weaving speed, S_{NW}	59.3 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5915 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 3-Bet Off & On Ramp*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4610*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1642*	pc/h/ln
S	*67.7*	mph
D = v_p / S	*24.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	1200 ft
V_u =	veh/h	Freeway Volume, V_F	4610	V_D =	1660 veh/h
		Ramp Volume, V_R	1510		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4610	0.95	Level	3	0	0.985	1.00	4925
Ramp	1510	0.92	Level	2	0	0.990	1.00	1658
UpStream								
DownStream	1660	0.92	Level	2	0	0.990	1.00	1822

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.561 using Equation (Exhibit 13-7)

V_{12} = 3490 pc/h

V_3 or V_{av34} 1435 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4925	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3267	Exhibit 13-8	7200	No
V_R	1658	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3490	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 32.5 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.447 (Exhibit 13-12)

S_R= 57.5 mph (Exhibit 13-12)

S_0= 75.1 mph (Exhibit 13-12)

S = 61.7 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 5-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3100*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1104*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*15.8*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1510 veh/h	Freeway Volume, V_F	3100	V_D =	veh/h
		Ramp Volume, V_R	1660		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3100	0.95	Level	3	0	0.985	1.00	3312
Ramp	1660	0.92	Level	2	0	0.990	1.00	1822
UpStream	1510	0.92	Level	2	0	0.990	1.00	1658
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1800.08 (Equation 13-6 or 13-7)

P_{FM} = 0.570 using Equation (Exhibit 13-6)

V_{12} = 1889 pc/h

V_3 or V_{av34} 1423 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 1892 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5134	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	3714	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 26.7 (pc/mi/ln)

LOS = C (Exhibit 13-2)

Speed Determination

M_S = 0.371 (Exibit 13-11)

S_R= 59.6 mph (Exhibit 13-11)

S_0= 66.7 mph (Exhibit 13-11)

S = 61.4 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4760*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1695*	pc/h/ln
S	*67.2*	mph
D = v_p / S	*25.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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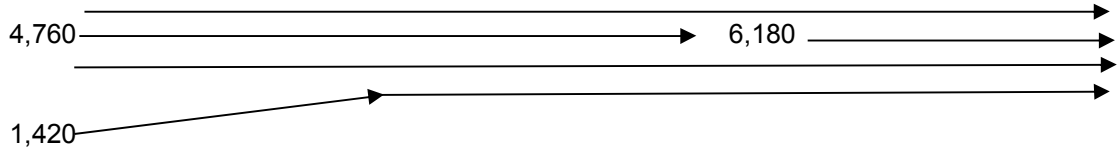
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**6,180**	vph	
	v_r =	**1,420**	vph	
	v_f =	**4,760**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,603**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,510**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,086**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	Capacity Check (see Exhibits 25-3 and 25-7):	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	6,603	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,086	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,510	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6180*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1651*	pc/h/ln
S	*67.6*	mph
D = v_p / S	*24.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 10-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	AM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp			Downstream Adj Ramp
☑ Yes ☑ On	Freeway Number of Lanes, N	4	☐ Yes ☐ On
☐ No ☐ Off	Ramp Number of Lanes, N	1	☑ No ☐ Off
L_{up} = 4500 ft	Acceleration Lane Length, L_A		L_{down} = ft
V_u = 1420 veh/h	Deceleration Lane Length L_D	300	V_D = veh/h
	Freeway Volume, V_F	6180	
	Ramp Volume, V_R	700	
	Freeway Free-Flow Speed, S_{FF}	70.0	
	Ramp Free-Flow Speed, S_{FR}	45.0	

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6180	0.95	Level	3	0	0.985	1.00	6603
Ramp	700	0.92	Level	2	0	0.990	1.00	768
UpStream	1420	0.92	Level	2	0	0.990	1.00	1559
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3312 pc/h

V_3 or V_{av34} 1645 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	6603	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	5835	Exhibit 13-8	9600	No
V_R	768	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3312	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 32.9 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.367 (Exhibit 13-12)

S_R= 59.7 mph (Exhibit 13-12)

S_0= 74.9 mph (Exhibit 13-12)

S = 65.7 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 11-Bet Off Exp Off Sample*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5480*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1464*	pc/h/ln
S	*69.2*	mph
D = v_p / S	*21.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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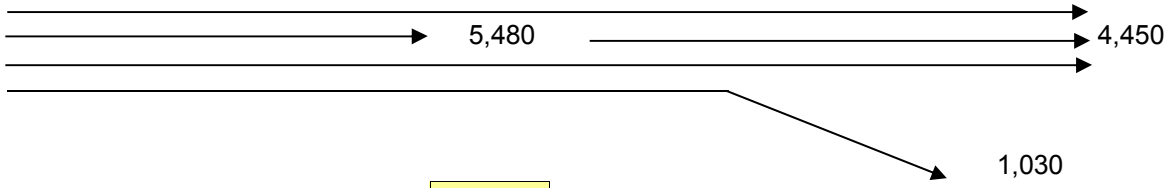
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **AM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**5,480**	vph	
	v_r =	**1,030**	vph	
	v_f =	**4,450**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**5,855**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,095**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**4,754**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 25.6 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

C

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	5,855	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	4,754	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,095	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*AM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4450*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1585*	pc/h/ln
S	*68.3*	mph
D = v_p / S	*23.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	AM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3730	0.95	3	0	1.5	1.2	0.985	1.00	3985
V_{RF}	1960	0.92	2	0	1.5	1.2	0.990	1.00	2152
V_{FR}	720	0.92	2	0	1.5	1.2	0.990	1.00	790
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	3985							V =	6927
V_W	2942								
VR	0.425								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	890

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6840 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	5567 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.229	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6960 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 1-Bet Hillsboro & Palmetto*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4820*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1287*	pc/h/ln
S	*69.9*	mph
D = v_p / S	*18.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I95/SB
Weaving Segment Location	Seg 2-Bet On from Exp & Off
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	Two-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	5200ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	3650	0.95	3	0	1.5	1.2	0.985	1.00	3900
V_{RF}	1000	0.92	2	0	1.5	1.2	0.990	1.00	1098
V_{FR}	1170	0.92	2	0	1.5	1.2	0.990	1.00	1284
V_{RR}	90	0.92	2	0	1.5	1.2	0.990	1.00	99
V_{NW}	6282							V =	6381
V_W	99								
VR	0.016								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	0 lc	Minimum weaving lane changes, LC_{MIN}	297 lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	965 lc/h
Minimum RF lane changes, LC_{RF}	0 lc/pc	Non-weaving lane changes, LC_{NW}	3090 lc/h
Minimum FR lane changes, LC_{FR}	0 lc/pc	Total lane changes, LC_{ALL}	4055 lc/h
Minimum RR lane changes, LC_{RR}	3 lc/pc	Non-weaving vehicle index, I_{NW}	2287

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6299 veh/h	Weaving intensity factor, W	0.186
Weaving segment capacity, c_w	9257 veh/h	Weaving segment speed, S	60.2 mph
Weaving segment v/c ratio	0.680	Average weaving speed, S_W	61.4 mph
Weaving segment density, D	26.5 pc/mi/ln	Average non-weaving speed, S_{NW}	60.2 mph
Level of Service, LOS	C	Maximum weaving length, L_{MAX}	5871 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*		From/To	*Seg 3-Bet Off & On Ramp*
Date Performed			Jurisdiction	
Analysis Time Period	*PM*		Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4650*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1656*	pc/h/ln
S	*67.6*	mph
D = v_p / S	*24.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 4-Diverge to SW 10th St
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☐ Yes	☐ On	Ramp Number of Lanes, N	1	☑ Yes	☑ On
☑ No	☐ Off	Acceleration Lane Length, L_A		☐ No	☐ Off
L_{up} =	ft	Deceleration Lane Length L_D	200	L_{down} =	1200 ft
V_u =	veh/h	Freeway Volume, V_F	4650	V_D =	1740 veh/h
		Ramp Volume, V_R	1140		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	4650	0.95	Level	3	0	0.985	1.00	4968
Ramp	1140	0.92	Level	2	0	0.990	1.00	1252
UpStream								
DownStream	1740	0.92	Level	2	0	0.990	1.00	1910

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.578 using Equation (Exhibit 13-7)

V_{12} = 3401 pc/h

V_3 or V_{av34} 1567 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	4968	Exhibit 13-8	7200	No
$V_{FO} = V_F - V_R$	3716	Exhibit 13-8	7200	No
V_R	1252	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3401	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 31.7 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

D_s = 0.411 (Exhibit 13-12)

S_R= 58.5 mph (Exhibit 13-12)

S_0= 74.6 mph (Exhibit 13-12)

S = 62.8 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information		Site Information	
Analyst		Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*	From/To	*Seg 5-Bet Off & On Ramps*
Date Performed		Jurisdiction	
Analysis Time Period	*PM*	Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3510*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1250*	pc/h/ln
S	*70.0*	mph
D = v_p / S	*17.9*	pc/mi/ln
LOS	*B*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information / Site Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 6-Merge from Hillsboro E&W
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	3	Downstream Adj Ramp	
☑ Yes	☐ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☑ Off	Acceleration Lane Length, L_A	1100	☑ No	☐ Off
L_{up} =	1200 ft	Deceleration Lane Length L_D		L_{down} =	ft
V_u =	1140 veh/h	Freeway Volume, V_F	3510	V_D =	veh/h
		Ramp Volume, V_R	1740		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	50.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	3510	0.95	Level	3	0	0.985	1.00	3750
Ramp	1740	0.92	Level	2	0	0.990	1.00	1910
UpStream	1140	0.92	Level	2	0	0.990	1.00	1252
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = 1912.64 (Equation 13-6 or 13-7)

P_{FM} = 0.563 using Equation (Exhibit 13-6)

V_{12} = 2112 pc/h

V_3 or V_{av34} 1638 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☑ Yes ☐ No

If Yes,V_{12a} = 2142 pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}	5660	Exhibit 13-8		No

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}	4052	Exhibit 13-8	4600:All	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$

D_R = 29.3 (pc/mi/ln)

LOS = D (Exhibit 13-2)

Speed Determination

M_S = 0.435 (Exibit 13-11)

S_R= 57.8 mph (Exhibit 13-11)

S_0= 66.0 mph (Exhibit 13-11)

S = 59.9 mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = using Equation (Exhibit 13-7)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F		Exhibit 13-8		
$V_{FO} = V_F - V_R$		Exhibit 13-8		
V_R		Exhibit 13-10		

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

D_s = (Exhibit 13-12)

S_R= mph (Exhibit 13-12)

S_0= mph (Exhibit 13-12)

S = mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 7-Bet On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5250*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1870*	pc/h/ln
S	*64.8*	mph
D = v_p / S	*28.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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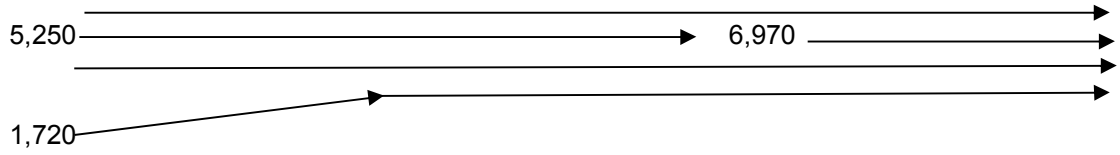
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 8: I-95 Southbound On-Ramp from SW 10th Street EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} **=**	**6,970**	vph	
	v_r **=**	**1,720**	vph	
	v_f **=**	**5,250**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	f_{HV} **=**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	f_{HV} **=**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	E_T **=**	1.5		
	RV % =	0		
Driver Population adj.	f_P **=**	1.000		
	V_{fr} **=**	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**7,447**	**pc/h**
	V_r **=**	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,829**	**pc/h**
	V_f **=**	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,609**	**pc/h**
No. lanes upstream of ramp	**N =**	**3**		

No. Ln	**Capacity Check (see Exhibits 25-3 and 25-7):**	Maximum	Actual	LOS F?
4	Fwy downstream of ramp (assume 70 mph free-flow speed) =	9,600	7,447	No
3	Fwy upstream of ramp (assume 70 mph free-flow speed) =	7,200	5,609	No
1	Capacity on On-Ramp (assume 45 mph free-flow speed) =	2,100	1,829	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 9-Bet 10th & Exit to Exp*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6970*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*3*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1862*	pc/h/ln
S	*64.9*	mph
D = v_p / S	*28.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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RAMPS AND RAMP JUNCTIONS WORKSHEET

General Information

Analyst		Freeway/Dir of Travel	I-95 SB
Agency or Company	AECOM	Junction	Seg 10- Diverge to Express
Date Performed		Jurisdiction	
Analysis Time Period	PM	Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Site Information

Inputs

Upstream Adj Ramp		Freeway Number of Lanes, N	4	Downstream Adj Ramp	
☑ Yes	☑ On	Ramp Number of Lanes, N	1	☐ Yes	☐ On
☐ No	☐ Off	Acceleration Lane Length, L_A		☑ No	☐ Off
L_{up} =	4500 ft	Deceleration Lane Length L_D	300	L_{down} =	ft
V_u =	1720 veh/h	Freeway Volume, V_F	6970	V_D =	veh/h
		Ramp Volume, V_R	690		
		Freeway Free-Flow Speed, S_{FF}	70.0		
		Ramp Free-Flow Speed, S_{FR}	45.0		

Conversion to pc/h Under Base Conditions

(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	v = V/PHF x f_{HV} x f_p
Freeway	6970	0.95	Level	3	0	0.985	1.00	7447
Ramp	690	0.92	Level	2	0	0.990	1.00	757
UpStream	1720	0.92	Level	2	0	0.990	1.00	1888
DownStream								

Merge Areas

Estimation of v_{12}

$V_{12} = V_F (P_{FM})$

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = using Equation (Exhibit 13-6)

V_{12} = pc/h

V_3 or V_{av34} pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☐ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☐ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_{FO}		Exhibit 13-8		

Flow Entering Merge Influence Area

	Actual	Max Desirable		Violation?
V_{R12}		Exhibit 13-8		

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\ v_R + 0.0078\ V_{12} - 0.00627\ L_A$

D_R = (pc/mi/ln)

LOS = (Exhibit 13-2)

Speed Determination

M_S = (Exibit 13-11)

S_R= mph (Exhibit 13-11)

S_0= mph (Exhibit 13-11)

S = mph (Exhibit 13-13)

Diverge Areas

Estimation of v_{12}

$V_{12} = V_R + (V_F - V_R)P_{FD}$

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.436 using Equation (Exhibit 13-7)

V_{12} = 3674 pc/h

V_3 or V_{av34} 1886 pc/h (Equation 13-14 or 13-17)

Is V_3 or V_{av34} > 2,700 pc/h? ☐ Yes ☑ No

Is V_3 or V_{av34} > 1.5 * V_{12}/2 ☐ Yes ☑ No

If Yes,V_{12a} = pc/h (Equation 13-16, 13-18, or 13-19)

Capacity Checks

	Actual	Capacity		LOS F?
V_F	7447	Exhibit 13-8	9600	No
$V_{FO} = V_F - V_R$	6690	Exhibit 13-8	9600	No
V_R	757	Exhibit 13-10	2100	No

Flow Entering Diverge Influence Area

	Actual	Max Desirable		Violation?
V_{12}	3674	Exhibit 13-8	4400:All	No

Level of Service Determination (if not F)

$D_R = 4.252 + 0.0086\ V_{12} - 0.009\ L_D$

D_R = 36.3 (pc/mi/ln)

LOS = E (Exhibit 13-2)

Speed Determination

D_s = 0.366 (Exhibit 13-12)

S_R= 59.7 mph (Exhibit 13-12)

S_0= 74.0 mph (Exhibit 13-12)

S = 65.5 mph (Exhibit 13-13)

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BASIC FREEWAY SEGMENTS WORKSHEET

General Information			Site Information	
Analyst			Highway/Direction of Travel	*I-95 SB*
Agency or Company	*AECOM*		From/To	*Seg 11-Bet Off Exp Off Sample*
Date Performed			Jurisdiction	
Analysis Time Period	*PM*		Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6280*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*4*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1677*	pc/h/ln
S	*67.4*	mph
D = v_p / S	*24.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h/ln
S		mph
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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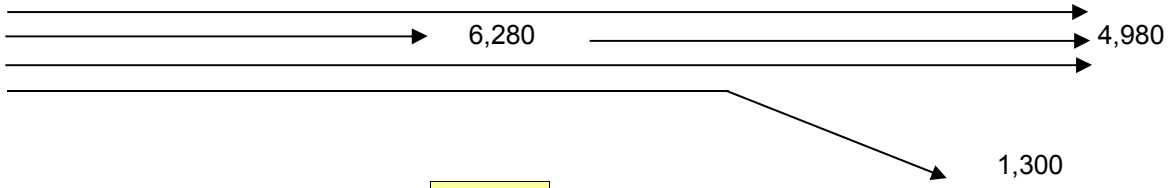
Job: SW 10th Street SIMR
Analyst: AECOM

Location: **Seg 12: I-95 SB Off-Ramp to Sample Road EB & WB**
Analysis Period: **PM Peak Hour**
Analysis Year: **2040 Build 3**



	PHF =	**0.95**		
	v_{fr} =	**6,280**	vph	
	v_r =	**1,300**	vph	
	v_f =	**4,980**		
Upstream Freeway	**Tr % =**	**3%**		
Ramp	**Tr % =**	**2%**		
Downstream Freeway	**Tr % =**	**3%**		
Freeway	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.985**
Ramp	**f_{HV} =**	$1/(1+P_T(E_T-1)+P_R(E_R-1))$ =		**0.9901**
flat terrain	**E_T =**	1.5		
	RV % =	0		
Driver Population adj.	**f_P =**	1.000		
	V_{fr} =	$=v_{fr}/(PHF)(f_{HV})(f_P)$ =	**6,710**	**pc/h**
	V_r =	$=v_r/(PHF)(f_{HV})(f_P)$ =	**1,382**	**pc/h**
	V_f =	$=v_f/(PHF)(f_{HV})(f_P)$ =	**5,321**	**pc/h**
No. lanes upstream of ramp	**N =**	**4**		

Average Freeway Density Upstream of Diverge (see Equation 13-26):

D = 0.0175 (V_{fr}/N) = 29.4 pc/ln

LOS in the Diverge Area (from Density and Exhibit 13-2) =

D

No. Ln	Capacity Check (see Exhibits 13-2, 13-8 and 13.10)	Maximum	Actual	LOS F?
4	Fwy upstream of ramp (assume 70 mph free-flow speed) =	9,600	6,710	No
3	Fwy downstream of ramp (assume 70 mph free-flow speed) =	7,200	5,321	No
1	Capacity on Off-Ramp (assume 45 mph free-flow speed) =	2,100	1,382	No

BASIC FREEWAY SEGMENTS WORKSHEET

General Information

Analyst	
Agency or Company	*AECOM*
Date Performed	
Analysis Time Period	*PM*

Site Information

Highway/Direction of Travel	*I-95 SB*
From/To	*Seg 13-Bet Off & On Ramps*
Jurisdiction	
Analysis Year	*2040 Build 3*

Project Description *SW 10th Street SIMR*

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4980*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*3*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length Up/Down %	*mi*

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.985*

Speed Inputs

Lane Width		ft
Rt-Side Lat. Clearance		ft
Number of Lanes, N	*3*	
Total Ramp Density, TRD		ramps/mi
FFS (measured)	*70.0*	mph
Base free-flow Speed, BFFS		mph

Calc Speed Adj and FFS

f_{LW}		mph
f_{LC}		mph
TRD Adjustment		mph
FFS	*70.0*	mph

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1774*	pc/h/ln
S	*66.2*	mph
D = v_p / S	*26.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h/ln
S	mph
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits 11-10, 11-12	f_{LW} - Exhibit 11-8
E_T - Exhibits 11-10, 11-11, 11-13	f_{LC} - Exhibit 11-9
f_p - Page 11-18	TRD - Page 11-11
LOS, S, FFS, v_p - Exhibits 11-2, 11-3	

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FREEWAY WEAVING WORKSHEET

General Information

Analyst	
Agency/Company	AECOM
Date Performed	
Analysis Time Period	PM

Site Information

Freeway/Dir of Travel	I-95 SB
Weaving Segment Location	Seg 14- Bet Sample & Copans
Analysis Year	2040 Build 3

Project Description SW 10th Street SIMR

Inputs

Weaving configuration	One-Sided	Segment type	Freeway
Weaving number of lanes, N	4	Freeway minimum speed, S_{MIN}	15
Weaving segment length, L_S	2520ft	Freeway maximum capacity, C_{IFL}	2400
Freeway free-flow speed, FFS	70 mph	Terrain type	Level

Conversions to pc/h Under Base Conditions

	V (veh/h)	PHF	Truck (%)	RV (%)	E_T	E_R	f_{HV}	f_p	v (pc/h)
V_{FF}	4220	0.95	3	0	1.5	1.2	0.985	1.00	4509
V_{RF}	1560	0.92	2	0	1.5	1.2	0.990	1.00	1713
V_{FR}	760	0.92	2	0	1.5	1.2	0.990	1.00	834
V_{RR}	0	0.95	0	0	1.5	1.2	1.000	1.00	0
V_{NW}	4509							V =	7056
V_W	2547								
VR	0.361								

Configuration Characteristics

Minimum maneuver lanes, N_{WL}	2 lc	Minimum weaving lane changes, LC_{MIN}	lc/h
Interchange density, ID	0.7 int/mi	Weaving lane changes, LC_W	lc/h
Minimum RF lane changes, LC_{RF}	1 lc/pc	Non-weaving lane changes, LC_{NW}	lc/h
Minimum FR lane changes, LC_{FR}	1 lc/pc	Total lane changes, LC_{ALL}	lc/h
Minimum RR lane changes, LC_{RR}	lc/pc	Non-weaving vehicle index, I_{NW}	1044

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment flow rate, v	6964 veh/h	Weaving intensity factor, W	
Weaving segment capacity, c_w	6551 veh/h	Weaving segment speed, S	mph
Weaving segment v/c ratio	1.063	Average weaving speed, S_W	mph
Weaving segment density, D	pc/mi/ln	Average non-weaving speed, S_{NW}	mph
Level of Service, LOS	F	Maximum weaving length, L_{MAX}	6247 ft

Notes

a. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments".
b. For volumes that exceed the weaving segment capacity, the level of service is "F".

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APPENDIX P

2020 & 2040 Build 3 Synchro Intersection Analysis

Queues

1: SW 12th Avenue & Hillsboro Bvd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	2092	321	1413	473	98	147	196	22	22	22
v/c Ratio	0.88	0.67	0.96	0.52	0.43	0.27	0.74	0.38	0.28	0.28	0.06
Control Delay	92.0	22.1	103.4	19.7	5.7	66.2	90.7	7.8	81.9	81.4	0.3
Queue Delay	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.0	22.1	103.4	19.8	5.8	66.2	90.7	7.8	81.9	81.4	0.3
Queue Length 50th (ft)	282	491	172	238	72	49	152	0	24	24	0
Queue Length 95th (ft)	#430	639	#278	272	83	77	224	64	57	57	0
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	335	3103	336	2737	1263	686	372	514	283	291	399
Starvation Cap Reductn	0	0	0	422	145	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.67	0.96	0.61	0.42	0.14	0.40	0.38	0.08	0.08	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1760	165	295	1300	435	90	135	180	30	10	20
Future Volume (vph)	255	1760	165	295	1300	435	90	135	180	30	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1726	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1726	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1913	179	321	1413	473	98	147	196	33	11	22
RTOR Reduction (vph)	0	4	0	0	0	127	0	0	158	0	0	17
Lane Group Flow (vph)	277	2088	0	321	1413	346	98	147	38	22	22	5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	26.4	96.8		13.7	84.1	91.6	17.0	17.0	30.7	7.5	7.5	33.9
Effective Green, g (s)	28.4	98.8		15.7	86.1	95.6	17.0	17.0	30.7	7.5	7.5	33.9
Actuated g/C Ratio	0.18	0.62		0.10	0.54	0.60	0.11	0.11	0.19	0.05	0.05	0.21
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	314	3099		336	2736	945	364	197	303	78	80	335
v/s Ratio Prot	c0.16	c0.42		0.09	0.28	c0.02	0.03	c0.08	0.01	0.01	0.01	0.00
v/s Ratio Perm						0.20			0.01			0.00
v/c Ratio	0.88	0.67		0.96	0.52	0.37	0.27	0.75	0.12	0.28	0.28	0.01
Uniform Delay, d1	64.2	20.0		71.8	23.6	16.6	65.8	69.4	53.5	73.6	73.6	49.8
Progression Factor	1.00	1.00		0.95	0.77	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.4	1.2		34.0	0.6	0.1	0.1	12.6	0.1	0.7	0.7	0.0
Delay (s)	87.5	21.2		102.4	18.8	15.0	65.9	82.0	53.6	74.4	74.3	49.8
Level of Service	F	C		F	B	B	E	F	D	E	E	D
Approach Delay (s)		29.0			30.1			65.8			66.2	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1380	737	1462	542	721
v/c Ratio	0.27	0.47	0.50	0.82	0.69
Control Delay	0.1	2.0	16.5	55.4	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	2.0	16.5	55.4	45.4
Queue Length 50th (ft)	0	3	252	509	360
Queue Length 95th (ft)	0	0	300	583	384
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2900	890	1402
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.47	0.50	0.61	0.51

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1270	700	0	1345	0	515	0	685	0	0
Future Volume (vph)	0	1270	700	0	1345	0	515	0	685	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1380	737	0	1462	0	542	0	721	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1380	737	0	1462	0	542	0	721	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		89.3		57.7		57.7		
Effective Green, g (s)		160.0	160.0		91.3		59.7		59.7		
Actuated g/C Ratio		1.00	1.00		0.57		0.37		0.37		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2901		660		1039		
v/s Ratio Prot		0.27			c0.29		c0.31		0.26		
v/s Ratio Perm			0.47								
v/c Ratio		0.27	0.47		0.50		0.82		0.69		
Uniform Delay, d1		0.0	0.0		20.7		45.3		42.4		
Progression Factor		1.00	1.00		0.72		1.00		1.00		
Incremental Delay, d2		0.1	0.8		0.6		7.9		1.9		
Delay (s)		0.1	0.8		15.5		53.3		44.3		
Level of Service		A	A		B		D		D		
Approach Delay (s)		0.3			15.5			48.1		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1353	1571	772	554	779
v/c Ratio	0.49	0.56	0.49	0.30	0.73
Control Delay	11.2	6.8	1.2	17.7	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	6.8	1.2	17.7	24.4
Queue Length 50th (ft)	125	126	12	66	172
Queue Length 95th (ft)	211	m153	m0	84	224
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2785	2785	1568	2120	1212
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.56	0.49	0.26	0.64

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1245	0	0	1445	710	510	0	740	0	0	0
Future Volume (vph)	0	1245	0	0	1445	710	510	0	740	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1353	0	0	1571	772	554	0	779	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	30	0	0	0
Lane Group Flow (vph)	0	1353	0	0	1571	772	554	0	749	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		41.8			41.8	80.0	27.7		27.7			
Effective Green, g (s)		43.8			43.8	80.0	29.7		29.7			
Actuated g/C Ratio		0.55			0.55	1.00	0.37		0.37			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2784			2784	1568	1852		1034			
v/s Ratio Prot		0.27			c0.31		0.11		c0.27			
v/s Ratio Perm						0.49						
v/c Ratio		0.49			0.56	0.49	0.30		0.72			
Uniform Delay, d1		11.2			11.9	0.0	17.8		21.6			
Progression Factor		0.90			0.51	1.00	1.00		1.00			
Incremental Delay, d2		0.6			0.4	0.5	0.1		2.5			
Delay (s)		10.7			6.5	0.5	17.9		24.2			
Level of Service		B			A	A	B		C			
Approach Delay (s)		10.7			4.5			21.6			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	1728	114	76	1924	435	87	147	37	5	71
v/c Ratio	1.01	0.51	0.10	0.59	0.68	1.95	0.39	0.46	0.40	0.07	0.29
Control Delay	111.4	13.1	0.9	90.2	26.4	475.6	72.3	12.9	72.0	76.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.4	13.1	0.9	90.2	26.4	475.6	72.3	12.9	72.0	76.6	2.9
Queue Length 50th (ft)	~346	273	3	78	507	~637	87	0	33	5	0
Queue Length 95th (ft)	#552	364	11	137	558	#859	148	65	70	21	0
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	313	3379	1101	147	2832	223	570	590	93	442	523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.51	0.10	0.52	0.68	1.95	0.15	0.25	0.40	0.01	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

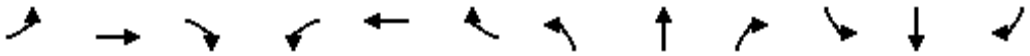
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1590	105	70	1690	80	400	80	135	34	5	65
Future Volume (vph)	290	1590	105	70	1690	80	400	80	135	34	5	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5051		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5051		767	1863	1583	1305	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	1728	114	76	1837	87	435	87	147	37	5	71
RTOR Reduction (vph)	0	0	39	0	2	0	0	0	130	0	0	68
Lane Group Flow (vph)	315	1728	75	76	1922	0	435	87	17	37	5	3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	26.3	103.2	103.2	9.6	86.5		28.2	19.0	19.0	10.4	7.2	7.2
Effective Green, g (s)	28.3	105.2	105.2	11.6	88.5		28.2	19.0	19.0	10.4	7.2	7.2
Actuated g/C Ratio	0.18	0.66	0.66	0.07	0.55		0.18	0.12	0.12	0.07	0.05	0.05
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	313	3343	1040	128	2793		229	221	187	94	83	71
v/s Ratio Prot	c0.18	0.34		0.04	c0.38		c0.18	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.16		0.01	0.02		0.00
v/c Ratio	1.01	0.52	0.07	0.59	0.69		1.90	0.39	0.09	0.39	0.06	0.04
Uniform Delay, d1	65.8	14.2	9.9	71.9	25.8		64.0	65.2	62.8	71.4	73.2	73.1
Progression Factor	0.98	0.91	1.38	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	48.6	0.5	0.1	4.8	1.4		420.8	0.4	0.1	1.0	0.1	0.1
Delay (s)	113.2	13.4	13.7	76.8	27.2		484.8	65.6	62.9	72.4	73.3	73.2
Level of Service	F	B	B	E	C		F	E	E	E	E	E
Approach Delay (s)		28.0			29.1			337.6			73.0	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	71.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: S Military Trail & SR 869/SW 10th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	304	212	130	342	793	467	168	652	576	451	489	310
v/c Ratio	0.76	0.31	0.24	0.39	0.68	0.53	0.58	0.83	0.68	0.79	0.45	0.20
Control Delay	68.9	49.1	2.2	35.1	34.3	17.5	65.5	58.2	13.1	62.5	37.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	49.1	2.2	35.1	34.3	17.5	65.5	58.2	13.1	62.5	37.7	0.3
Queue Length 50th (ft)	129	85	0	128	302	238	71	274	116	187	170	0
Queue Length 95th (ft)	#181	127	12	163	347	300	109	346	179	247	222	0
Internal Link Dist (ft)		620			1001			752			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	409	738	546	937	1171	902	301	819	874	610	1137	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.29	0.24	0.36	0.68	0.52	0.56	0.80	0.66	0.74	0.43	0.20

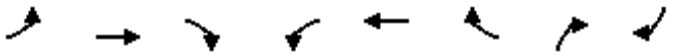
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	195	120	315	730	430	155	600	530	415	450	285
Future Volume (vph)	280	195	120	315	730	430	155	600	530	415	450	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	212	130	342	793	467	168	652	576	451	489	310
RTOR Reduction (vph)	0	0	94	0	0	52	0	0	89	0	0	0
Lane Group Flow (vph)	304	212	36	342	793	415	168	652	487	451	489	310
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	13.1	23.1	32.1	31.0	41.0	60.7	9.0	26.9	57.9	19.7	37.6	130.0
Effective Green, g (s)	15.1	25.1	36.1	33.0	43.0	64.7	11.0	28.9	61.9	21.7	39.6	130.0
Actuated g/C Ratio	0.12	0.19	0.28	0.25	0.33	0.50	0.08	0.22	0.48	0.17	0.30	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	398	683	439	871	1170	787	290	786	753	573	1078	1583
v/s Ratio Prot	c0.09	0.06	0.01	0.10	c0.22	0.09	0.05	c0.18	0.16	c0.13	0.14	
v/s Ratio Perm			0.02			0.17			0.14			0.20
v/c Ratio	0.76	0.31	0.08	0.39	0.68	0.53	0.58	0.83	0.65	0.79	0.45	0.20
Uniform Delay, d1	55.7	45.0	34.7	40.2	37.5	22.2	57.3	48.2	25.8	51.9	36.5	0.0
Progression Factor	1.00	1.00	1.00	0.86	0.81	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	1.2	0.0	0.1	3.0	0.3	1.7	7.2	1.4	6.5	0.3	0.3
Delay (s)	63.4	46.2	34.7	34.5	33.4	22.0	59.0	55.4	27.2	58.5	36.8	0.3
Level of Service	E	D	C	C	C	C	E	E	C	E	D	A
Approach Delay (s)		52.0			30.3			44.2			35.5	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

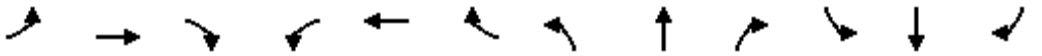
c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	321	2011	538	424	1821	402	120	152
v/c Ratio	0.40	0.60	0.50	0.58	0.44	0.39	0.15	0.23
Control Delay	22.5	6.0	5.3	27.0	4.9	3.3	3.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	6.0	5.3	27.0	4.9	3.3	3.5	6.0
Queue Length 50th (ft)	64	111	58	98	84	38	0	0
Queue Length 95th (ft)	88	142	97	m123	82	m47	10	18
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	796	3379	1083	792	4337	1073	842	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.60	0.50	0.54	0.42	0.37	0.14	0.23

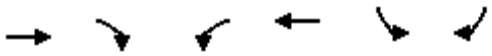
Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1850	495	390	1675	370	0	0	110	0	0	140
Future Volume (vph)	295	1850	495	390	1675	370	0	0	110	0	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	2011	538	424	1821	402	0	0	120	0	0	152
RTOR Reduction (vph)	0	0	32	0	0	47	0	0	98	0	0	120
Lane Group Flow (vph)	321	2011	506	424	1821	355	0	0	22	0	0	32
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	13.4	41.2	41.2	11.8	39.6	39.6			11.8			13.4
Effective Green, g (s)	15.4	43.2	43.2	13.8	41.6	41.6			11.8			13.4
Actuated g/C Ratio	0.24	0.66	0.66	0.21	0.64	0.64			0.18			0.21
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	797	3379	1052	728	4101	975			655			542
v/s Ratio Prot	0.10	c0.40		c0.12	0.28				0.01			0.01
v/s Ratio Perm			0.32			0.23						
v/c Ratio	0.40	0.60	0.48	0.58	0.44	0.36			0.03			0.06
Uniform Delay, d1	20.9	6.0	5.4	23.0	5.9	5.5			21.9			20.7
Progression Factor	0.96	0.83	0.80	1.07	0.80	0.74			1.00			1.00
Incremental Delay, d2	0.1	0.3	0.3	0.7	0.3	0.8			0.0			0.0
Delay (s)	20.3	5.3	4.6	25.4	5.0	4.8			21.9			20.8
Level of Service	C	A	A	C	A	A			C			C
Approach Delay (s)		6.9			8.2			21.9			20.8	
Approach LOS		A			A			C			C	

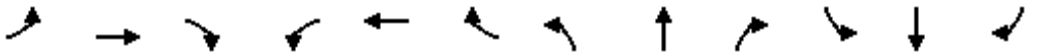
Intersection Summary			
HCM 2000 Control Delay	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1462	647	616	1788	316	832
v/c Ratio	0.88	0.41	0.50	0.58	0.28	0.91
Control Delay	46.8	0.7	37.2	7.8	33.2	57.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	46.8	0.7	37.2	7.9	33.2	57.0
Queue Length 50th (ft)	303	0	0	197	101	381
Queue Length 95th (ft)	322	0	0	213	140	#514
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	1659	1583	1225	3070	1124	913
Starvation Cap Reductn	0	0	0	309	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.41	0.50	0.65	0.28	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1345	615	585	1645	0	0	0	0	300	0	790
Future Volume (vph)	0	1345	615	585	1645	0	0	0	0	300	0	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	1462	647	616	1788	0	0	0	0	316	0	832
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1462	647	616	1788	0	0	0	0	316	0	832
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		26.6	130.0	44.4	76.5					40.6		40.6
Effective Green, g (s)		28.6	130.0	42.0	74.1					42.6		42.6
Actuated g/C Ratio		0.22	1.00	0.32	0.57					0.33		0.33
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		1659	1583	1109	2898					1124		913
v/s Ratio Prot		c0.19		0.18	c0.35					0.09		
v/s Ratio Perm			0.41									c0.30
v/c Ratio		0.88	0.41	0.56	0.62					0.28		0.91
Uniform Delay, d1		49.1	0.0	36.3	18.5					32.4		41.9
Progression Factor		0.83	1.00	1.08	0.44					1.00		1.00
Incremental Delay, d2		6.0	0.6	0.6	0.4					0.1		12.8
Delay (s)		46.6	0.6	39.9	8.6					32.4		54.7
Level of Service		D	A	D	A					C		D
Approach Delay (s)		32.5			16.6			0.0			48.6	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1125	642	1652	284	747	442
v/c Ratio	0.38	0.23	0.31	0.18	0.65	0.53
Control Delay	1.0	0.4	3.1	0.2	48.3	46.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.0	0.4	3.1	0.2	48.3	46.6
Queue Length 50th (ft)	5	0	39	0	203	144
Queue Length 95th (ft)	6	m0	48	m0	249	190
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	2957	2787	5286	1583	1151	833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.23	0.31	0.18	0.65	0.53

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1035	610	0	1520	270	710	0	420	0	0	0
Future Volume (vph)	0	1035	610	0	1520	270	710	0	420	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1125	642	0	1652	284	747	0	442	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1125	642	0	1652	284	747	0	442	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		73.2	130.0		89.2	130.0	28.0		28.0			
Effective Green, g (s)		75.2	130.0		91.2	130.0	30.0		30.0			
Actuated g/C Ratio		0.58	1.00		0.70	1.00	0.23		0.23			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		2941	2787		5292	1583	1151		833			
v/s Ratio Prot		c0.22			c0.22		c0.15		0.12			
v/s Ratio Perm			0.23			0.18						
v/c Ratio		0.38	0.23		0.31	0.18	0.65		0.53			
Uniform Delay, d1		14.8	0.0		7.4	0.0	45.2		43.8			
Progression Factor		0.05	1.00		0.40	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.1		0.0	0.2	1.3		0.7			
Delay (s)		0.8	0.1		2.9	0.2	46.6		44.6			
Level of Service		A	A		A	A	D		D			
Approach Delay (s)		0.6			2.5			45.8			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	1130	245	114	1402	92	234	136	141	245	163	310
v/c Ratio	0.63	0.57	0.32	0.36	0.77	0.13	0.68	0.31	0.27	0.69	0.69	0.60
Control Delay	37.8	7.0	1.7	31.2	22.4	0.4	29.2	27.8	1.3	29.9	44.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	7.0	1.7	31.2	22.4	0.4	29.2	27.8	1.3	29.9	44.4	7.0
Queue Length 50th (ft)	42	59	2	22	179	0	70	26	0	73	62	0
Queue Length 95th (ft)	69	65	5	44	231	0	#134	50	0	#144	#138	39
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	327	1989	770	316	1812	723	350	462	526	358	249	530
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.57	0.32	0.36	0.77	0.13	0.67	0.29	0.27	0.68	0.65	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1040	225	105	1290	85	215	125	130	225	150	285
Future Volume (vph)	190	1040	225	105	1290	85	215	125	130	225	150	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.65	1.00	1.00	0.64	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1218	3539	1583	1195	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1130	245	114	1402	92	234	136	141	245	163	310
RTOR Reduction (vph)	0	0	154	0	0	59	0	0	124	0	0	270
Lane Group Flow (vph)	207	1130	91	114	1402	33	234	136	17	245	163	40
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	4.2	22.1	22.1	3.2	21.1	21.1	15.2	8.0	8.0	15.8	8.3	8.3
Effective Green, g (s)	6.2	24.1	24.1	5.2	23.1	23.1	15.2	8.0	8.0	15.8	8.3	8.3
Actuated g/C Ratio	0.10	0.37	0.37	0.08	0.36	0.36	0.23	0.12	0.12	0.24	0.13	0.13
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	327	1885	586	274	1807	562	345	435	194	356	237	202
v/s Ratio Prot	0.06	c0.22		0.03	c0.28		0.07	0.04		c0.08	0.09	
v/s Ratio Perm			0.06			0.02	0.08		0.01	c0.09		0.03
v/c Ratio	0.63	0.60	0.16	0.42	0.78	0.06	0.68	0.31	0.09	0.69	0.69	0.20
Uniform Delay, d1	28.3	16.5	13.7	28.5	18.6	13.8	22.0	26.0	25.3	21.6	27.1	25.4
Progression Factor	1.04	0.36	0.41	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	1.3	0.5	0.4	3.3	0.2	4.1	0.2	0.1	4.4	6.5	0.2
Delay (s)	32.0	7.3	6.2	28.8	22.0	14.0	26.1	26.1	25.3	26.0	33.6	25.5
Level of Service	C	A	A	C	C	B	C	C	C	C	C	C
Approach Delay (s)		10.4			22.0			25.9			27.5	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2288	152	1810	147	190
v/c Ratio	0.54	0.64	0.47	0.68	0.53
Control Delay	17.0	62.0	1.6	65.1	11.8
Queue Delay	0.0	1.6	0.1	0.0	0.0
Total Delay	17.0	63.6	1.7	65.1	11.8
Queue Length 50th (ft)	254	84	26	111	0
Queue Length 95th (ft)	323	#154	27	170	64
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4265	236	3824	545	619
Starvation Cap Reductn	0	19	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.70	0.54	0.27	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2000	105	140	1665	135	175
Future Volume (vph)	2000	105	140	1665	135	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7488		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7488		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2174	114	152	1810	147	190
RTOR Reduction (vph)	5	0	0	0	0	167
Lane Group Flow (vph)	2283	0	152	1810	147	23
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.2		14.0	88.2	14.8	14.8
Effective Green, g (s)	68.2		16.0	90.2	14.8	14.8
Actuated g/C Ratio	0.57		0.13	0.75	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4255		236	3822	218	195
v/s Ratio Prot	c0.30		c0.09	0.36	c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.54		0.64	0.47	0.67	0.12
Uniform Delay, d1	16.1		49.3	5.7	50.3	46.8
Progression Factor	1.00		1.00	0.20	1.00	1.00
Incremental Delay, d2	0.1		4.1	0.0	6.3	0.1
Delay (s)	16.2		53.6	1.2	56.6	46.9
Level of Service	B		D	A	E	D
Approach Delay (s)	16.2			5.2	51.1	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	92	2272	1799	82	250	163
v/c Ratio	0.70	0.47	0.45	0.08	0.59	0.49
Control Delay	63.6	2.4	9.8	1.3	55.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	2.4	9.8	1.3	55.0	13.2
Queue Length 50th (ft)	70	26	179	3	95	5
Queue Length 95th (ft)	#152	43	242	m4	130	64
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4818	4017	1023	1058	595
Starvation Cap Reductn	0	529	0	0	0	0
Spillback Cap Reductn	0	0	14	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.53	0.45	0.08	0.24	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	2090	1655	75	230	150
Future Volume (vph)	85	2090	1655	75	230	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	2272	1799	82	250	163
RTOR Reduction (vph)	0	0	0	31	0	137
Lane Group Flow (vph)	92	2272	1799	51	250	26
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	88.2	73.2	73.2	14.8	14.8
Effective Green, g (s)	9.0	90.2	75.2	75.2	14.8	14.8
Actuated g/C Ratio	0.08	0.75	0.63	0.63	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4816	4015	992	423	195
v/s Ratio Prot	c0.05	c0.35	0.28		c0.07	
v/s Ratio Perm				0.03		0.02
v/c Ratio	0.70	0.47	0.45	0.05	0.59	0.13
Uniform Delay, d1	54.2	5.7	11.6	8.6	49.7	46.9
Progression Factor	0.72	0.34	0.78	0.50	1.00	1.00
Incremental Delay, d2	10.6	0.0	0.0	0.0	1.5	0.1
Delay (s)	49.5	2.0	9.1	4.3	51.2	47.0
Level of Service	D	A	A	A	D	D
Approach Delay (s)		3.8	8.9		49.6	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1554	937	1391	442	474
v/c Ratio	0.42	0.59	0.48	0.52	0.69
Control Delay	5.4	7.6	6.9	21.9	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	7.6	6.9	21.9	26.4
Queue Length 50th (ft)	74	232	107	70	86
Queue Length 95th (ft)	131	356	146	108	135
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3658	1583	2903	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.59	0.48	0.50	0.66

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1430	890	0	1280	0	420	0	450	0	0
Future Volume (vph)	0	1430	890	0	1280	0	420	0	450	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1554	937	0	1391	0	442	0	474	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1554	937	0	1391	0	442	0	474	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		32.3	60.0		32.3		12.7		12.7		
Effective Green, g (s)		34.3	60.0		34.3		14.7		14.7		
Actuated g/C Ratio		0.57	1.00		0.57		0.24		0.24		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3663	1583		2906		841		682		
v/s Ratio Prot		0.24			0.27		0.13		0.17		
v/s Ratio Perm			c0.59								
v/c Ratio		0.42	0.59		0.48		0.53		0.70		
Uniform Delay, d1		7.3	0.0		7.6		19.6		20.6		
Progression Factor		0.68	1.00		0.83		1.00		1.00		
Incremental Delay, d2		0.3	1.5		0.5		0.5		2.8		
Delay (s)		5.3	1.5		6.7		20.1		23.5		
Level of Service		A	A		A		C		C		
Approach Delay (s)		3.8			6.7			21.8		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1130	1848	453	484	347
v/c Ratio	0.38	0.62	0.29	0.62	0.55
Control Delay	5.1	4.6	0.2	24.5	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.1	4.6	0.2	24.5	23.8
Queue Length 50th (ft)	82	91	0	79	61
Queue Length 95th (ft)	56	m143	m0	121	101
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2991	2991	1583	829	673
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.62	0.29	0.58	0.52

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1040	0	0	1700	430	460	0	330	0	0
Future Volume (vph)	0	1040	0	0	1700	430	460	0	330	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1130	0	0	1848	453	484	0	347	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1130	0	0	1848	453	484	0	347	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		33.3			33.3	60.0	11.7		11.7		
Effective Green, g (s)		35.3			35.3	60.0	13.7		13.7		
Actuated g/C Ratio		0.59			0.59	1.00	0.23		0.23		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2991			2991	1583	783		636		
v/s Ratio Prot		0.22			c0.36		c0.14		0.12		
v/s Ratio Perm						0.29					
v/c Ratio		0.38			0.62	0.29	0.62		0.55		
Uniform Delay, d1		6.5			8.0	0.0	20.8		20.4		
Progression Factor		0.71			0.51	1.00	1.00		1.00		
Incremental Delay, d2		0.3			0.4	0.2	1.2		0.8		
Delay (s)		5.0			4.5	0.2	22.0		21.2		
Level of Service		A			A	A	C		C		
Approach Delay (s)		5.0			3.7			21.7		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	386	1103	49	1658	212	217	65	92	212	516
v/c Ratio	0.91	0.48	0.43	0.87	0.63	0.43	0.12	0.28	0.44	0.98
Control Delay	71.5	18.4	66.2	40.8	40.4	39.2	0.5	29.1	40.1	66.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	18.4	66.2	40.8	40.4	39.2	0.5	29.1	40.1	66.1
Queue Length 50th (ft)	147	202	37	433	117	138	0	47	136	297
Queue Length 95th (ft)	#243	260	79	501	183	214	0	86	212	#526
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	425	2284	116	1899	335	507	543	327	492	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.48	0.42	0.87	0.63	0.43	0.12	0.28	0.43	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	355	900	115	45	1460	65	195	200	60	85	195	475
Future Volume (vph)	355	900	115	45	1460	65	195	200	60	85	195	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4950		1752	5004		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.49	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	3400	4950		1752	5004		913	1845	1568	967	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	386	978	125	49	1587	71	212	217	65	92	212	516
RTOR Reduction (vph)	0	13	0	0	4	0	0	0	47	0	0	114
Lane Group Flow (vph)	386	1090	0	49	1654	0	212	217	18	92	212	402
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.0	51.6		4.8	43.4		38.6	32.6	32.6	36.6	31.6	31.6
Effective Green, g (s)	15.0	53.6		6.8	45.4		38.6	32.6	32.6	36.6	31.6	31.6
Actuated g/C Ratio	0.12	0.45		0.06	0.38		0.32	0.27	0.27	0.31	0.26	0.26
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	425	2211		99	1893		335	501	425	327	485	412
v/s Ratio Prot	c0.11	0.22		0.03	c0.33		c0.03	0.12		0.01	0.11	
v/s Ratio Perm							0.17		0.01	0.07		c0.26
v/c Ratio	0.91	0.49		0.49	0.87		0.63	0.43	0.04	0.28	0.44	0.98
Uniform Delay, d1	51.8	23.6		54.9	34.6		34.8	36.1	32.2	30.7	36.8	43.8
Progression Factor	0.89	0.77		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.1	0.7		1.4	6.0		2.9	0.2	0.0	0.2	0.2	37.4
Delay (s)	67.5	18.9		56.4	40.6		37.6	36.3	32.2	30.9	37.0	81.2
Level of Service	E	B		E	D		D	D	C	C	D	F
Approach Delay (s)		31.5			41.1			36.3			64.1	
Approach LOS		C			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: SW 12th Avenue & Hillsboro Bvd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	2016	250	2190	54	223	11	332	259	263	337
v/c Ratio	0.42	0.83	1.25	0.90	0.05	0.64	0.06	0.89	0.84	0.83	0.68
Control Delay	67.2	32.0	194.1	24.2	0.1	60.0	47.6	59.8	69.1	68.1	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	32.0	194.1	24.2	0.1	60.0	47.6	59.8	69.1	68.1	18.5
Queue Length 50th (ft)	33	484	~128	456	0	87	8	192	204	207	72
Queue Length 95th (ft)	72	#676	#214	#757	m0	124	26	#324	295	297	146
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	103	2422	200	2441	1222	915	496	375	378	386	498
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.83	1.25	0.90	0.04	0.24	0.02	0.89	0.69	0.68	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1725	130	230	2015	50	205	10	305	390	90	310
Future Volume (vph)	40	1725	130	230	2015	50	205	10	305	390	90	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1716	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1716	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	1875	141	250	2190	54	223	11	332	424	98	337
RTOR Reduction (vph)	0	5	0	0	0	17	0	0	74	0	0	145
Lane Group Flow (vph)	43	2011	0	250	2190	37	223	11	258	259	263	192
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	55.6		5.0	55.6	77.8	12.2	12.2	17.2	22.2	22.2	27.2
Effective Green, g (s)	7.0	57.6		7.0	57.6	81.8	12.2	12.2	17.2	22.2	22.2	27.2
Actuated g/C Ratio	0.06	0.48		0.06	0.48	0.68	0.10	0.10	0.14	0.18	0.18	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	103	2415		200	2440	1079	349	189	226	310	317	358
v/s Ratio Prot	0.02	0.40		c0.07	c0.43	0.01	0.06	0.01	c0.05	c0.15	0.15	0.02
v/s Ratio Perm						0.02			0.12			0.10
v/c Ratio	0.42	0.83		1.25	0.90	0.03	0.64	0.06	1.14	0.84	0.83	0.54
Uniform Delay, d1	54.5	27.0		56.5	28.5	6.2	51.8	48.7	51.4	47.1	47.1	40.8
Progression Factor	1.00	1.00		1.24	0.62	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	3.5		140.2	4.5	0.0	2.8	0.0	103.8	16.7	15.5	0.8
Delay (s)	55.5	30.6		210.2	22.2	0.0	54.6	48.8	155.2	63.8	62.6	41.6
Level of Service	E	C		F	C	A	D	D	F	E	E	D
Approach Delay (s)		31.1			40.5			113.5			54.7	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1848	758	1946	563	532
v/c Ratio	0.36	0.48	0.70	0.84	0.50
Control Delay	0.1	0.8	17.5	45.7	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	0.8	17.5	45.7	29.7
Queue Length 50th (ft)	0	0	246	388	175
Queue Length 95th (ft)	0	m0	507	486	209
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2780	789	1242
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.48	0.70	0.71	0.43

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1700	720	0	1790	0	535	0	505	0	0
Future Volume (vph)	0	1700	720	0	1790	0	535	0	505	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1848	758	0	1946	0	563	0	532	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1848	758	0	1946	0	563	0	532	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		120.0	120.0		63.6		43.4		43.4		
Effective Green, g (s)		120.0	120.0		65.6		45.4		45.4		
Actuated g/C Ratio		1.00	1.00		0.55		0.38		0.38		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2779		669		1054		
v/s Ratio Prot		0.36			c0.38		c0.32		0.19		
v/s Ratio Perm			0.48								
v/c Ratio		0.36	0.48		0.70		0.84		0.50		
Uniform Delay, d1		0.0	0.0		20.0		34.0		28.7		
Progression Factor		1.00	1.00		0.77		1.00		1.00		
Incremental Delay, d2		0.1	0.6		1.1		9.3		0.3		
Delay (s)		0.1	0.6		16.4		43.3		28.9		
Level of Service		A	A		B		D		C		
Approach Delay (s)		0.2			16.4			36.3		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1766	2163	674	598	716
v/c Ratio	0.60	0.73	0.43	0.39	0.79
Control Delay	10.9	9.4	0.5	17.0	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	9.4	0.5	17.0	24.9
Queue Length 50th (ft)	182	158	0	58	119
Queue Length 95th (ft)	189	m262	m0	84	#193
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2960	2960	1568	1580	926
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.73	0.43	0.38	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1625	0	0	1990	620	550	0	680	0	0	0
Future Volume (vph)	0	1625	0	0	1990	620	550	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1766	0	0	2163	674	598	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	44	0	0	0
Lane Group Flow (vph)	0	1766	0	0	2163	674	598	0	672	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		32.9			32.9	60.0	16.6		16.6			
Effective Green, g (s)		34.9			34.9	60.0	18.6		18.6			
Actuated g/C Ratio		0.58			0.58	1.00	0.31		0.31			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2957			2957	1568	1546		863			
v/s Ratio Prot		0.35			c0.43		0.12		c0.24			
v/s Ratio Perm						0.43						
v/c Ratio		0.60			0.73	0.43	0.39		0.78			
Uniform Delay, d1		8.0			9.1	0.0	16.2		18.8			
Progression Factor		1.24			0.91	1.00	1.00		1.00			
Incremental Delay, d2		0.8			1.0	0.5	0.2		4.5			
Delay (s)		10.8			9.3	0.5	16.4		23.3			
Level of Service		B			A	A	B		C			
Approach Delay (s)		10.8			7.2			20.2			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: SW Natura Boulevard/Fairway Drive & Hillsboro Bvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	2141	277	130	2272	288	11	125	37	54	310
v/c Ratio	0.81	0.75	0.29	0.99	0.77	1.05	0.03	0.30	0.14	0.19	0.85
Control Delay	97.7	15.9	4.7	132.5	23.0	112.4	38.3	6.1	33.5	42.4	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.7	15.9	4.7	132.5	23.0	112.4	38.3	6.1	33.5	42.4	46.3
Queue Length 50th (ft)	65	379	36	102	466	~241	7	0	23	37	129
Queue Length 95th (ft)	m#130	492	m101	#233	654	#306	22	36	46	68	215
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	107	2872	955	131	2934	274	589	600	272	589	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.75	0.29	0.99	0.77	1.05	0.02	0.21	0.14	0.09	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

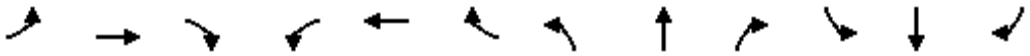
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1970	255	120	2060	30	265	10	115	34	50	285
Future Volume (vph)	80	1970	255	120	2060	30	265	10	115	34	50	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.67	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1248	1863	1583	1398	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2141	277	130	2239	33	288	11	125	37	54	310
RTOR Reduction (vph)	0	0	64	0	1	0	0	0	102	0	0	120
Lane Group Flow (vph)	87	2141	213	130	2271	0	288	11	23	37	54	190
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	5.3	63.4	63.4	6.9	65.0		26.3	22.3	22.3	23.1	20.7	20.7
Effective Green, g (s)	7.3	65.4	65.4	8.9	67.0		26.3	22.3	22.3	23.1	20.7	20.7
Actuated g/C Ratio	0.06	0.55	0.55	0.07	0.56		0.22	0.19	0.19	0.19	0.17	0.17
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	107	2771	862	131	2832		290	346	294	276	321	273
v/s Ratio Prot	0.05	0.42		c0.07	c0.45		c0.03	0.01		0.00	0.03	
v/s Ratio Perm			0.13				c0.18		0.01	0.02		0.12
v/c Ratio	0.81	0.77	0.25	0.99	0.80		0.99	0.03	0.08	0.13	0.17	0.70
Uniform Delay, d1	55.7	21.5	14.4	55.5	21.2		46.7	40.0	40.4	40.0	42.3	46.7
Progression Factor	1.06	0.68	0.53	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.7	1.7	0.5	75.9	2.5		50.7	0.0	0.0	0.1	0.1	6.1
Delay (s)	86.8	16.3	8.2	131.4	23.7		97.4	40.0	40.4	40.0	42.4	52.8
Level of Service	F	B	A	F	C		F	D	D	D	D	D
Approach Delay (s)		17.8			29.5			79.1			50.2	
Approach LOS		B			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	29.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: S Military Trail & SR 869/SW 10th Street



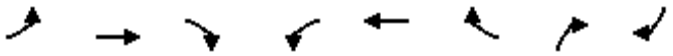
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	337	228	185	527	815	511	185	549	353	299	679	527
v/c Ratio	0.76	0.28	0.28	0.57	0.63	0.55	0.59	0.76	0.41	0.64	0.77	0.33
Control Delay	66.4	45.8	7.8	33.8	28.8	12.6	64.8	56.1	5.0	59.4	51.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	45.8	7.8	33.8	28.8	12.6	64.8	56.1	5.0	59.4	51.5	0.6
Queue Length 50th (ft)	142	86	8	132	203	108	77	228	32	124	280	0
Queue Length 95th (ft)	195	135	68	171	293	192	118	296	56	167	337	0
Internal Link Dist (ft)		620			1001			752			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	462	961	645	941	1298	971	330	752	874	583	999	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.24	0.29	0.56	0.63	0.53	0.56	0.73	0.40	0.51	0.68	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	210	170	485	750	470	170	505	325	275	625	485
Future Volume (vph)	310	210	170	485	750	470	170	505	325	275	625	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	228	185	527	815	511	185	549	353	299	679	527
RTOR Reduction (vph)	0	0	116	0	0	85	0	0	114	0	0	0
Lane Group Flow (vph)	337	228	69	527	815	426	185	549	239	299	679	527
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	14.8	27.5	37.4	32.9	45.6	61.3	9.9	24.6	57.5	15.7	30.4	130.0
Effective Green, g (s)	16.8	29.5	41.4	34.9	47.6	65.3	11.9	26.6	61.5	17.7	32.4	130.0
Actuated g/C Ratio	0.13	0.23	0.32	0.27	0.37	0.50	0.09	0.20	0.47	0.14	0.25	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	443	803	575	921	1295	795	314	724	748	467	882	1583
v/s Ratio Prot	c0.10	0.06	0.01	0.15	c0.23	0.07	0.05	c0.16	0.09	0.09	c0.19	
v/s Ratio Perm			0.03			0.20			0.07			0.33
v/c Ratio	0.76	0.28	0.12	0.57	0.63	0.54	0.59	0.76	0.32	0.64	0.77	0.33
Uniform Delay, d1	54.7	41.5	31.4	41.1	33.9	22.0	56.7	48.7	21.3	53.1	45.3	0.0
Progression Factor	1.00	1.00	1.00	0.79	0.76	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	0.9	0.0	0.4	1.9	0.3	1.8	4.6	0.1	2.2	4.1	0.6
Delay (s)	61.5	42.4	31.4	32.7	27.8	17.8	58.5	53.2	21.4	55.4	49.4	0.6
Level of Service	E	D	C	C	C	B	E	D	C	E	D	A
Approach Delay (s)		48.3			26.4			43.8			33.5	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

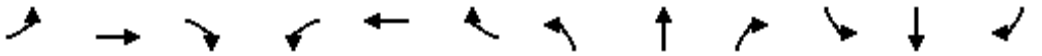
c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	71	1821	65	109	2060	87	549	728
v/c Ratio	0.06	0.59	0.07	0.12	0.59	0.10	0.57	0.82
Control Delay	11.2	7.3	0.6	16.6	9.3	2.0	19.3	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	7.3	0.6	16.6	9.3	2.0	19.3	24.4
Queue Length 50th (ft)	7	154	0	19	159	4	62	92
Queue Length 95th (ft)	12	97	5	m29	234	m13	105	122
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	1502	3363	1069	916	3517	875	968	1180
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.54	0.06	0.12	0.59	0.10	0.57	0.62

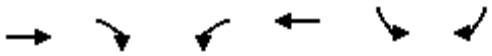
Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1675	60	100	1895	80	0	0	505	0	0	670
Future Volume (vph)	65	1675	60	100	1895	80	0	0	505	0	0	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	1821	65	109	2060	87	0	0	549	0	0	728
RTOR Reduction (vph)	0	0	25	0	0	39	0	0	115	0	0	106
Lane Group Flow (vph)	71	1821	40	109	2060	48	0	0	434	0	0	622
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	19.3	37.6	37.6	15.4	33.7	33.7			15.4			19.3
Effective Green, g (s)	21.3	39.6	39.6	17.4	35.7	35.7			15.4			19.3
Actuated g/C Ratio	0.33	0.61	0.61	0.27	0.55	0.55			0.24			0.30
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	1103	3097	964	918	3519	837			855			780
v/s Ratio Prot	0.02	c0.36		0.03	c0.32				0.12			c0.24
v/s Ratio Perm			0.03			0.03						
v/c Ratio	0.06	0.59	0.04	0.12	0.59	0.06			0.51			0.80
Uniform Delay, d1	15.0	7.7	5.1	18.0	9.7	6.8			21.5			21.0
Progression Factor	0.82	0.86	0.48	0.84	0.83	0.94			1.00			1.00
Incremental Delay, d2	0.0	0.3	0.0	0.0	0.6	0.1			0.3			5.3
Delay (s)	12.4	6.9	2.4	15.2	8.7	6.5			21.9			26.4
Level of Service	B	A	A	B	A	A			C			C
Approach Delay (s)		7.0			8.9			21.9			26.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1527	816	605	1505	232	726
v/c Ratio	0.83	0.52	0.49	0.47	0.22	0.86
Control Delay	44.5	1.6	42.7	7.1	34.4	53.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	1.6	42.7	7.1	34.4	53.8
Queue Length 50th (ft)	256	19	217	178	75	327
Queue Length 95th (ft)	300	15	290	184	109	#436
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	1833	1583	1225	3187	1045	848
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.52	0.49	0.47	0.22	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1405	775	575	1385	0	0	0	0	220	0	690
Future Volume (vph)	0	1405	775	575	1385	0	0	0	0	220	0	690
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	1527	816	605	1505	0	0	0	0	232	0	726
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1527	816	605	1505	0	0	0	0	232	0	726
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		29.6	130.0	44.4	79.5					37.6		37.6
Effective Green, g (s)		31.6	130.0	42.0	77.1					39.6		39.6
Actuated g/C Ratio		0.24	1.00	0.32	0.59					0.30		0.30
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		1833	1583	1109	3015					1045		848
v/s Ratio Prot		c0.20		0.18	0.30					0.07		
v/s Ratio Perm			c0.52									c0.26
v/c Ratio		0.83	0.52	0.55	0.50					0.22		0.86
Uniform Delay, d1		46.7	0.0	36.2	15.3					33.7		42.5
Progression Factor		0.87	1.00	1.26	0.51					1.00		1.00
Incremental Delay, d2		3.9	1.0	0.5	0.1					0.0		8.2
Delay (s)		44.3	1.0	45.9	8.0					33.8		50.7
Level of Service		D	A	D	A					C		D
Approach Delay (s)		29.2			18.8			0.0			46.6	
Approach LOS		C			B			A			D	

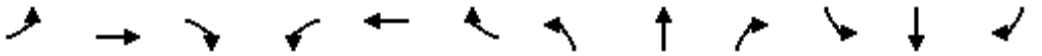
Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	842	895	1630	316	484	653
v/c Ratio	0.28	0.32	0.31	0.20	0.42	0.78
Control Delay	0.7	4.5	4.4	0.2	43.9	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.7	4.5	4.4	0.2	43.9	54.6
Queue Length 50th (ft)	3	138	57	0	124	228
Queue Length 95th (ft)	4	134	m80	m0	159	288
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	2957	2787	5286	1583	1151	833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.32	0.31	0.20	0.42	0.78

Intersection Summary

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



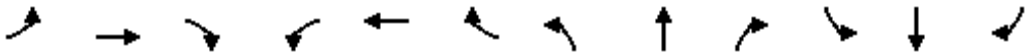
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	775	850	0	1500	300	460	0	620	0	0	0
Future Volume (vph)	0	775	850	0	1500	300	460	0	620	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	842	895	0	1630	316	484	0	653	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	842	895	0	1630	316	484	0	653	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		73.2	130.0		89.2	130.0	28.0		28.0			
Effective Green, g (s)		75.2	130.0		91.2	130.0	30.0		30.0			
Actuated g/C Ratio		0.58	1.00		0.70	1.00	0.23		0.23			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		2941	2787		5292	1583	1151		833			
v/s Ratio Prot		0.17			0.22		0.10		c0.18			
v/s Ratio Perm			c0.32			0.20						
v/c Ratio		0.29	0.32		0.31	0.20	0.42		0.78			
Uniform Delay, d1		13.8	0.0		7.4	0.0	42.6		47.0			
Progression Factor		0.04	1.00		0.58	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.2	0.3		5.0			
Delay (s)		0.6	0.2		4.3	0.2	42.9		52.0			
Level of Service		A	A		A	A	D		D			
Approach Delay (s)		0.4			3.6			48.1			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

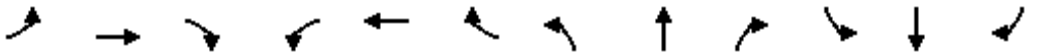


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	1000	239	207	1234	120	310	98	120	239	245	413
v/c Ratio	0.80	0.64	0.36	0.58	0.79	0.18	0.93	0.21	0.23	0.55	0.80	0.73
Control Delay	40.4	9.1	2.7	35.8	25.4	0.6	56.6	26.0	1.0	20.5	47.5	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	9.1	2.7	35.8	25.4	0.6	56.6	26.0	1.0	20.5	47.5	13.5
Queue Length 50th (ft)	44	76	14	41	164	0	90	18	0	66	94	15
Queue Length 95th (ft)	m#88	76	m20	#79	213	0	#178	37	0	118	#196	#109
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	348	1554	656	354	1564	658	333	504	541	443	323	579
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.64	0.36	0.58	0.79	0.18	0.93	0.19	0.22	0.54	0.76	0.71

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	920	220	190	1135	110	285	90	110	220	225	380
Future Volume (vph)	255	920	220	190	1135	110	285	90	110	220	225	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.61	1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1130	3539	1583	810	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1000	239	207	1234	120	310	98	120	239	245	413
RTOR Reduction (vph)	0	0	170	0	0	85	0	0	106	0	0	301
Lane Group Flow (vph)	277	1000	69	207	1234	35	310	98	14	239	245	112
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	4.6	16.7	16.7	4.7	16.8	16.8	15.0	7.5	7.5	23.8	11.9	11.9
Effective Green, g (s)	6.6	18.7	18.7	6.7	18.8	18.8	15.0	7.5	7.5	23.8	11.9	11.9
Actuated g/C Ratio	0.10	0.29	0.29	0.10	0.29	0.29	0.23	0.12	0.12	0.37	0.18	0.18
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	348	1462	455	353	1470	457	334	408	182	472	341	289
v/s Ratio Prot	0.08	c0.20		0.06	c0.24		c0.11	0.03		0.09	c0.13	
v/s Ratio Perm			0.04			0.02	0.11		0.01	0.09		0.07
v/c Ratio	0.80	0.68	0.15	0.59	0.84	0.08	0.93	0.24	0.08	0.51	0.72	0.39
Uniform Delay, d1	28.5	20.5	17.2	27.8	21.7	16.8	23.6	26.2	25.7	15.3	25.0	23.4
Progression Factor	0.84	0.37	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.0	2.3	0.6	1.6	5.9	0.3	30.6	0.1	0.1	0.3	5.9	0.3
Delay (s)	34.0	9.9	13.0	29.4	27.6	17.1	54.2	26.3	25.7	15.6	30.9	23.7
Level of Service	C	A	B	C	C	B	D	C	C	B	C	C
Approach Delay (s)		14.8			27.0			42.5			23.5	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2522	261	2255	114	120
v/c Ratio	0.59	0.87	0.56	0.65	0.45
Control Delay	19.1	77.5	2.0	72.8	14.3
Queue Delay	0.0	52.4	0.2	0.0	0.0
Total Delay	19.2	130.0	2.2	72.8	14.3
Queue Length 50th (ft)	323	167	49	94	0
Queue Length 95th (ft)	389	#359	31	152	57
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4280	299	3992	503	536
Starvation Cap Reductn	0	62	690	0	0
Spillback Cap Reductn	112	0	0	0	1
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	1.10	0.68	0.23	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2240	80	240	2075	105	110
Future Volume (vph)	2240	80	240	2075	105	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7505		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7505		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2435	87	261	2255	114	120
RTOR Reduction (vph)	3	0	0	0	0	108
Lane Group Flow (vph)	2519	0	261	2255	114	12
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	72.1		20.0	100.1	12.9	12.9
Effective Green, g (s)	74.1		22.0	102.1	12.9	12.9
Actuated g/C Ratio	0.57		0.17	0.79	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4277		299	3993	175	157
v/s Ratio Prot	c0.34		c0.15	c0.44	c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.59		0.87	0.56	0.65	0.08
Uniform Delay, d1	18.1		52.6	5.4	56.4	53.1
Progression Factor	1.00		1.01	0.27	1.00	1.00
Incremental Delay, d2	0.1		19.4	0.1	6.5	0.1
Delay (s)	18.2		72.7	1.5	62.8	53.2
Level of Service	B		E	A	E	D
Approach Delay (s)	18.2			8.9	57.9	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	2375	2359	272	185	158
v/c Ratio	0.82	0.47	0.60	0.25	0.54	0.53
Control Delay	63.9	2.0	12.8	0.9	61.0	14.3
Queue Delay	6.0	0.1	0.0	0.0	0.0	0.1
Total Delay	69.9	2.0	12.9	0.9	61.0	14.4
Queue Length 50th (ft)	149	23	301	1	77	0
Queue Length 95th (ft)	#277	35	406	m15	112	64
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	217	5031	3947	1079	977	563
Starvation Cap Reductn	16	786	0	0	0	0
Spillback Cap Reductn	0	0	124	0	0	51
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.56	0.62	0.25	0.19	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	2185	2170	250	170	145
Future Volume (vph)	165	2185	2170	250	170	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	2375	2359	272	185	158
RTOR Reduction (vph)	0	0	0	104	0	142
Lane Group Flow (vph)	179	2375	2359	168	185	16
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	14.0	100.1	78.1	78.1	12.9	12.9
Effective Green, g (s)	16.0	102.1	80.1	80.1	12.9	12.9
Actuated g/C Ratio	0.12	0.79	0.62	0.62	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	217	5032	3948	975	340	157
v/s Ratio Prot	c0.10	0.37	c0.37		c0.05	
v/s Ratio Perm				0.11		0.01
v/c Ratio	0.82	0.47	0.60	0.17	0.54	0.10
Uniform Delay, d1	55.6	4.8	15.2	10.7	55.8	53.3
Progression Factor	0.68	0.34	0.79	0.38	1.00	1.00
Incremental Delay, d2	17.8	0.0	0.1	0.0	1.0	0.1
Delay (s)	55.7	1.6	12.1	4.1	56.7	53.4
Level of Service	E	A	B	A	E	D
Approach Delay (s)		5.4	11.2		55.2	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1897	642	1946	474	663
v/c Ratio	0.56	0.41	0.73	0.46	0.78
Control Delay	9.4	1.4	13.9	19.7	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	1.4	13.9	19.7	28.4
Queue Length 50th (ft)	152	4	243	75	131
Queue Length 95th (ft)	263	29	m238	114	#196
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3379	1583	2681	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.41	0.73	0.44	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1745	610	0	1790	0	450	0	630	0	0
Future Volume (vph)	0	1745	610	0	1790	0	450	0	630	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1897	642	0	1946	0	474	0	663	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1897	642	0	1946	0	474	0	663	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		32.3	65.0		32.3		17.7		17.7		
Effective Green, g (s)		34.3	65.0		34.3		19.7		19.7		
Actuated g/C Ratio		0.53	1.00		0.53		0.30		0.30		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3381	1583		2683		1040		844		
v/s Ratio Prot		0.30			c0.38		0.14		c0.24		
v/s Ratio Perm			0.41								
v/c Ratio		0.56	0.41		0.73		0.46		0.79		
Uniform Delay, d1		10.3	0.0		11.7		18.3		20.7		
Progression Factor		0.84	1.00		1.06		1.00		1.00		
Incremental Delay, d2		0.6	0.7		1.1		0.2		4.7		
Delay (s)		9.2	0.7		13.6		18.5		25.4		
Level of Service		A	A		B		B		C		
Approach Delay (s)		7.1			13.6			22.5		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1712	1685	358	1063	579
v/c Ratio	0.65	0.64	0.23	0.98	0.66
Control Delay	7.4	9.5	0.2	47.9	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	9.5	0.2	47.9	23.6
Queue Length 50th (ft)	57	126	0	212	110
Queue Length 95th (ft)	62	m283	m0	#338	167
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2620	2620	1583	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.64	0.23	0.98	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1575	0	0	1550	340	1010	0	550	0	0
Future Volume (vph)	0	1575	0	0	1550	340	1010	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1712	0	0	1685	358	1063	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1712	0	0	1685	358	1063	0	579	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		31.5			31.5	65.0	18.5		18.5		
Effective Green, g (s)		33.5			33.5	65.0	20.5		20.5		
Actuated g/C Ratio		0.52			0.52	1.00	0.32		0.32		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2620			2620	1583	1082		878		
v/s Ratio Prot		c0.34			0.33		c0.31		0.21		
v/s Ratio Perm						0.23					
v/c Ratio		0.65			0.64	0.23	0.98		0.66		
Uniform Delay, d1		11.5			11.4	0.0	22.1		19.2		
Progression Factor		0.55			0.76	1.00	1.00		1.00		
Incremental Delay, d2		0.5			0.8	0.2	23.0		1.6		
Delay (s)		6.8			9.4	0.2	45.1		20.8		
Level of Service		A			A	A	D		C		
Approach Delay (s)		6.8			7.8			36.5		0.0	
Approach LOS		A			A			D		A	

Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	467	1843	98	1571	228	326	98	71	255	375
v/c Ratio	0.86	0.73	0.74	0.74	0.96	0.76	0.19	0.41	0.78	0.80
Control Delay	63.9	21.1	89.8	35.2	89.0	58.5	0.8	39.8	66.9	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	21.1	89.8	35.2	89.0	58.5	0.8	39.8	66.9	31.5
Queue Length 50th (ft)	188	351	82	399	156	266	0	44	209	119
Queue Length 95th (ft)	#284	483	#171	523	#210	342	0	74	279	223
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	554	2528	136	2120	237	530	594	174	458	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.73	0.72	0.74	0.96	0.62	0.16	0.41	0.56	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	1515	180	90	1335	110	210	300	90	65	235	345
Future Volume (vph)	430	1515	180	90	1335	110	210	300	90	65	235	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5004		1770	5027		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.25	1.00	1.00	0.33	1.00	1.00
Satd. Flow (perm)	3433	5004		1770	5027		467	1863	1583	607	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	467	1647	196	98	1451	120	228	326	98	71	255	375
RTOR Reduction (vph)	0	10	0	0	6	0	0	0	75	0	0	190
Lane Group Flow (vph)	467	1833	0	98	1565	0	228	326	23	71	255	185
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	18.5	62.3		7.7	51.5		40.0	30.0	30.0	28.0	24.0	24.0
Effective Green, g (s)	20.5	64.3		9.7	53.5		40.0	30.0	30.0	28.0	24.0	24.0
Actuated g/C Ratio	0.16	0.49		0.07	0.41		0.31	0.23	0.23	0.22	0.18	0.18
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	541	2475		132	2068		243	429	365	166	343	292
v/s Ratio Prot	c0.14	c0.37		0.06	0.31		c0.07	0.18		0.01	0.14	
v/s Ratio Perm							c0.22		0.01	0.08		0.12
v/c Ratio	0.86	0.74		0.74	0.76		0.94	0.76	0.06	0.43	0.74	0.63
Uniform Delay, d1	53.4	26.2		58.9	32.7		41.2	46.6	39.0	42.6	50.1	48.9
Progression Factor	0.95	0.75		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.2	1.5		17.7	2.6		40.2	6.7	0.0	0.6	7.4	3.3
Delay (s)	60.9	21.1		76.7	35.3		81.4	53.4	39.0	43.3	57.5	52.2
Level of Service	E	C		E	D		F	D	D	D	E	D
Approach Delay (s)		29.2			37.8			61.0			53.2	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues

1: SW 12th Avenue & Hillsboro Bvd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	2310	370	1554	505	109	152	261	27	27	27
v/c Ratio	0.91	0.74	0.98	0.57	0.47	0.30	0.77	0.49	0.36	0.35	0.07
Control Delay	99.3	26.5	124.4	29.0	6.3	75.1	102.4	15.6	95.6	95.0	0.3
Queue Delay	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	26.5	124.4	29.4	6.6	75.1	102.4	15.6	95.6	95.0	0.3
Queue Length 50th (ft)	362	663	235	552	71	62	178	50	33	33	0
Queue Length 95th (ft)	#526	839	#347	532	57	93	255	136	72	72	1
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	371	3125	379	2724	1215	610	331	536	252	257	425
Starvation Cap Reductn	0	0	0	590	248	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.74	0.98	0.73	0.52	0.18	0.46	0.49	0.11	0.11	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1935	190	340	1430	465	100	140	240	40	10	25
Future Volume (vph)	290	1935	190	340	1430	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5017		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5017		3433	5085	1583	3433	1863	1583	1681	1719	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	2103	207	370	1554	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	5	0	0	0	106	0	0	165	0	0	21
Lane Group Flow (vph)	315	2305	0	370	1554	399	109	152	96	27	27	6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	33.4	109.9		17.9	94.4	102.5	19.1	19.1	37.0	8.1	8.1	41.5
Effective Green, g (s)	35.4	111.9		19.9	96.4	106.5	19.1	19.1	37.0	8.1	8.1	41.5
Actuated g/C Ratio	0.20	0.62		0.11	0.54	0.59	0.11	0.11	0.21	0.04	0.04	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	348	3118		379	2723	936	364	197	325	75	77	364
v/s Ratio Prot	c0.18	c0.46		0.11	0.31	c0.02	0.03	c0.08	0.03	0.02	0.02	0.00
v/s Ratio Perm						0.23			0.03			0.00
v/c Ratio	0.91	0.74		0.98	0.57	0.43	0.30	0.77	0.29	0.36	0.35	0.02
Uniform Delay, d1	70.7	23.8		79.8	28.0	20.1	74.3	78.3	60.5	83.4	83.4	53.5
Progression Factor	1.00	1.00		1.14	0.96	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.4	1.6		35.2	0.7	0.1	0.2	15.5	0.2	1.1	1.0	0.0
Delay (s)	96.0	25.5		126.1	27.6	11.5	74.4	93.9	60.6	84.5	84.4	53.5
Level of Service	F	C		F	C	B	E	F	E	F	F	D
Approach Delay (s)		33.9			39.3			73.2			74.1	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	40.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1440	937	1549	642	853
v/c Ratio	0.28	0.59	0.60	0.83	0.70
Control Delay	0.1	6.2	24.6	53.4	43.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	6.2	24.6	53.4	43.3
Queue Length 50th (ft)	0	203	488	663	459
Queue Length 95th (ft)	0	715	540	702	454
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2597	939	1478
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	82	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.59	0.62	0.68	0.58

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1325	890	0	1425	0	610	0	810	0	0
Future Volume (vph)	0	1325	890	0	1425	0	610	0	810	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1440	937	0	1549	0	642	0	853	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1440	937	0	1549	0	642	0	853	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		180.0	180.0		90.0		77.0		77.0		
Effective Green, g (s)		180.0	180.0		92.0		79.0		79.0		
Actuated g/C Ratio		1.00	1.00		0.51		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2599		776		1223		
v/s Ratio Prot		0.28			0.30		c0.36		0.31		
v/s Ratio Perm			c0.59								
v/c Ratio		0.28	0.59		0.60		0.83		0.70		
Uniform Delay, d1		0.0	0.0		30.9		44.5		40.8		
Progression Factor		1.00	1.00		0.72		1.00		1.00		
Incremental Delay, d2		0.1	1.2		0.8		7.1		1.6		
Delay (s)		0.1	1.2		23.2		51.6		42.5		
Level of Service		A	A		C		D		D		
Approach Delay (s)		0.5			23.2			46.4		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1495	1799	848	587	874
v/c Ratio	0.55	0.66	0.54	0.30	0.78
Control Delay	11.5	11.1	1.0	18.7	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	11.1	1.0	18.7	27.7
Queue Length 50th (ft)	219	266	1	76	223
Queue Length 95th (ft)	345	m295	m0	98	292
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2713	2713	1568	2162	1231
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.66	0.54	0.27	0.71

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1375	0	0	1655	780	540	0	830	0	0	0
Future Volume (vph)	0	1375	0	0	1655	780	540	0	830	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1495	0	0	1799	848	587	0	874	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	25	0	0	0
Lane Group Flow (vph)	0	1495	0	0	1799	848	587	0	849	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		46.0			46.0	90.0	33.5		33.5			
Effective Green, g (s)		48.0			48.0	90.0	35.5		35.5			
Actuated g/C Ratio		0.53			0.53	1.00	0.39		0.39			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2712			2712	1568	1968		1099			
v/s Ratio Prot		0.29			c0.35		0.12		c0.30			
v/s Ratio Perm						0.54						
v/c Ratio		0.55			0.66	0.54	0.30		0.77			
Uniform Delay, d1		13.9			15.2	0.0	18.7		23.7			
Progression Factor		0.74			0.68	1.00	1.00		1.00			
Incremental Delay, d2		0.8			0.4	0.4	0.1		3.4			
Delay (s)		11.1			10.7	0.4	18.8		27.2			
Level of Service		B			B	A	B		C			
Approach Delay (s)		11.1			7.4			23.8			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: SW Natura Boulevard/Fairway Drive & Hillsboro Bvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	1924	130	87	2174	484	92	174	37	5	92
v/c Ratio	1.07	0.57	0.12	0.64	0.76	2.04	0.39	0.49	0.45	0.08	0.42
Control Delay	129.4	14.9	1.6	101.4	32.4	514.9	78.5	13.8	84.6	87.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.4	14.9	1.6	101.4	32.4	514.9	78.5	13.8	84.6	87.0	5.7
Queue Length 50th (ft)	~446	406	6	101	703	~829	103	0	38	6	0
Queue Length 95th (ft)	#666	400	m21	167	759	#1063	169	79	77	22	0
Internal Link Dist (ft)		660			631		513			403	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	320	3393	1099	160	2846	237	548	588	82	393	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.57	0.12	0.54	0.76	2.04	0.17	0.30	0.45	0.01	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

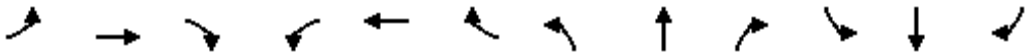
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1770	120	80	1905	95	445	85	160	34	5	85
Future Volume (vph)	315	1770	120	80	1905	95	445	85	160	34	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.41	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5049		767	1863	1583	1299	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	342	1924	130	87	2071	103	484	92	174	37	5	92
RTOR Reduction (vph)	0	0	44	0	2	0	0	0	152	0	0	88
Lane Group Flow (vph)	342	1924	86	87	2172	0	484	92	22	37	5	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	30.6	117.0	117.0	11.8	98.2		32.2	23.0	23.0	10.4	7.2	7.2
Effective Green, g (s)	32.6	119.0	119.0	13.8	100.2		32.2	23.0	23.0	10.4	7.2	7.2
Actuated g/C Ratio	0.18	0.66	0.66	0.08	0.56		0.18	0.13	0.13	0.06	0.04	0.04
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	320	3361	1046	135	2810		243	238	202	83	74	63
v/s Ratio Prot	c0.19	0.38		0.05	c0.43		c0.21	0.05		0.01	0.00	
v/s Ratio Perm			0.05				c0.15		0.01	0.02		0.00
v/c Ratio	1.07	0.57	0.08	0.64	0.77		1.99	0.39	0.11	0.45	0.07	0.06
Uniform Delay, d1	73.7	16.6	10.9	80.7	31.0		71.7	72.0	69.4	81.6	83.2	83.1
Progression Factor	0.97	0.88	0.87	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	64.5	0.6	0.1	7.7	2.1		460.7	0.4	0.1	1.4	0.1	0.1
Delay (s)	136.1	15.2	9.6	88.4	33.2		532.4	72.4	69.5	83.0	83.3	83.3
Level of Service	F	B	A	F	C		F	E	E	F	F	F
Approach Delay (s)		32.1			35.3			368.6			83.2	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	80.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: S Military Trail & SR 869/SW 10th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	326	234	158	370	1353	543	185	728	739	533	576	337
v/c Ratio	0.96	0.54	0.34	0.30	0.99	0.61	0.62	0.98	0.76	0.96	0.57	0.21
Control Delay	105.0	66.8	3.4	27.3	50.7	8.9	75.4	86.8	16.4	92.1	48.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.0	66.8	3.4	27.3	50.7	8.9	75.4	86.8	16.4	92.1	48.8	0.3
Queue Length 50th (ft)	166	116	0	105	653	92	91	376	222	270	256	0
Queue Length 95th (ft)	#265	158	17	157	#850	113	134	#512	315	#387	321	0
Internal Link Dist (ft)		620			1001			752			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	341	502	471	1253	1370	890	318	743	972	553	1005	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.47	0.34	0.30	0.99	0.61	0.58	0.98	0.76	0.96	0.57	0.21

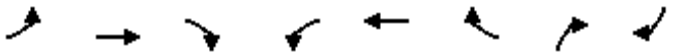
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	215	145	340	1245	500	170	670	680	490	530	310
Future Volume (vph)	300	215	145	340	1245	500	170	670	680	490	530	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	326	234	158	370	1353	543	185	728	739	533	576	337
RTOR Reduction (vph)	0	0	125	0	0	41	0	0	58	0	0	0
Lane Group Flow (vph)	326	234	33	370	1353	502	185	728	681	533	576	337
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	12.9	16.2	27.3	52.8	56.1	78.3	11.1	29.5	82.3	22.2	40.6	150.0
Effective Green, g (s)	14.9	18.2	31.3	54.8	58.1	82.3	13.1	31.5	86.3	24.2	42.6	150.0
Actuated g/C Ratio	0.10	0.12	0.21	0.37	0.39	0.55	0.09	0.21	0.58	0.16	0.28	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	341	429	330	1254	1370	868	299	743	910	553	1005	1583
v/s Ratio Prot	c0.09	0.07	0.01	0.11	c0.38	0.09	0.05	c0.21	0.27	c0.16	0.16	
v/s Ratio Perm			0.01			0.22			0.16			0.21
v/c Ratio	0.96	0.55	0.10	0.30	0.99	0.58	0.62	0.98	0.75	0.96	0.57	0.21
Uniform Delay, d1	67.2	62.0	48.0	33.9	45.6	22.4	66.0	58.9	23.7	62.5	45.9	0.0
Progression Factor	1.00	1.00	1.00	0.78	0.67	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.6	4.9	0.0	0.0	19.7	0.5	2.7	27.7	3.0	29.0	0.8	0.3
Delay (s)	103.9	66.9	48.0	26.5	50.1	13.7	68.7	86.6	26.7	91.4	46.7	0.3
Level of Service	F	E	D	C	D	B	E	F	C	F	D	A
Approach Delay (s)		79.5			37.5			57.8			52.4	
Approach LOS		E			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	51.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	93.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



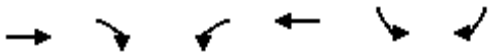
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	397	2239	598	484	2505	473	201	196
v/c Ratio	0.63	0.69	0.57	0.56	0.55	0.43	0.22	0.37
Control Delay	33.9	8.6	7.6	24.3	4.9	3.5	10.0	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	8.6	7.6	24.3	4.9	3.5	10.0	12.3
Queue Length 50th (ft)	101	219	98	141	226	92	11	11
Queue Length 95th (ft)	m120	m206	m127	m148	m190	m102	32	34
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	718	3254	1044	869	4518	1101	919	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.69	0.57	0.56	0.55	0.43	0.22	0.33

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	2060	550	445	2305	435	0	0	185	0	0	180
Future Volume (vph)	365	2060	550	445	2305	435	0	0	185	0	0	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	2239	598	484	2505	473	0	0	201	0	0	196
RTOR Reduction (vph)	0	0	31	0	0	27	0	0	101	0	0	110
Lane Group Flow (vph)	397	2239	567	484	2505	446	0	0	100	0	0	86
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	12.1	46.0	46.0	17.0	50.9	50.9			17.0			12.1
Effective Green, g (s)	14.1	48.0	48.0	19.0	52.9	52.9			17.0			12.1
Actuated g/C Ratio	0.19	0.64	0.64	0.25	0.71	0.71			0.23			0.16
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	632	3254	1013	869	4519	1074			818			424
v/s Ratio Prot	0.12	c0.44		0.14	c0.39				0.03			0.03
v/s Ratio Perm			0.36			0.29						
v/c Ratio	0.63	0.69	0.56	0.56	0.55	0.42			0.12			0.20
Uniform Delay, d1	28.0	8.7	7.6	24.3	5.3	4.6			23.1			27.3
Progression Factor	1.06	0.84	0.83	0.95	0.84	0.75			1.00			1.00
Incremental Delay, d2	1.3	0.6	0.6	0.3	0.2	0.5			0.0			0.1
Delay (s)	31.1	7.9	6.9	23.3	4.7	4.0			23.1			27.4
Level of Service	C	A	A	C	A	A			C			C
Approach Delay (s)		10.6			7.2			23.1			27.4	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



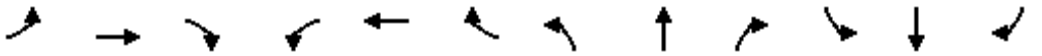
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1739	679	816	2266	432	1158
v/c Ratio	1.03	0.43	0.77	0.80	0.33	1.08
Control Delay	75.4	0.6	52.0	15.5	33.4	96.0
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	75.4	0.6	52.0	16.1	33.4	96.0
Queue Length 50th (ft)	~451	0	0	433	153	~718
Queue Length 95th (ft)	#517	0	m0	m482	197	#868
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	1689	1583	1061	2830	1318	1070
Starvation Cap Reductn	0	0	0	204	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.43	0.77	0.86	0.33	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1600	645	775	2085	0	0	0	0	410	0	1100
Future Volume (vph)	0	1600	645	775	2085	0	0	0	0	410	0	1100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	1739	679	816	2266	0	0	0	0	432	0	1158
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1739	679	816	2266	0	0	0	0	432	0	1158
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		31.6	150.0	44.4	81.5					55.6		55.6
Effective Green, g (s)		33.6	150.0	42.0	79.1					57.6		57.6
Actuated g/C Ratio		0.22	1.00	0.28	0.53					0.38		0.38
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		1689	1583	961	2681					1318		1070
v/s Ratio Prot		c0.23		c0.24	c0.45					0.13		
v/s Ratio Perm			0.43									c0.42
v/c Ratio		1.03	0.43	0.85	0.85					0.33		1.08
Uniform Delay, d1		58.2	0.0	51.0	30.2					32.6		46.2
Progression Factor		0.85	1.00	1.00	0.50					1.00		1.00
Incremental Delay, d2		27.1	0.6	5.9	2.2					0.1		52.6
Delay (s)		76.6	0.6	57.1	17.4					32.6		98.8
Level of Service		E	A	E	B					C		F
Approach Delay (s)		55.3			27.9			0.0			80.8	
Approach LOS		E			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

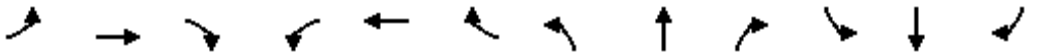
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1337	821	2054	305	1021	495
v/c Ratio	0.41	0.29	0.37	0.19	1.02	0.69
Control Delay	1.3	1.7	3.3	0.1	92.5	61.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.3	1.7	3.3	0.1	92.5	61.2
Queue Length 50th (ft)	8	17	59	0	~375	199
Queue Length 95th (ft)	m8	m19	m65	m0	#469	253
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	3240	2787	5587	1583	998	722
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	38	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.29	0.37	0.19	1.02	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1230	780	0	1890	290	970	0	470	0	0	0
Future Volume (vph)	0	1230	780	0	1890	290	970	0	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1337	821	0	2054	305	1021	0	495	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1337	821	0	2054	305	1021	0	495	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		93.2	150.0		109.2	150.0	28.0		28.0			
Effective Green, g (s)		95.2	150.0		111.2	150.0	30.0		30.0			
Actuated g/C Ratio		0.63	1.00		0.74	1.00	0.20		0.20			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3227	2787		5592	1583	998		722			
v/s Ratio Prot		c0.26			c0.27		c0.20		0.14			
v/s Ratio Perm			0.29			0.19						
v/c Ratio		0.41	0.29		0.37	0.19	1.02		0.69			
Uniform Delay, d1		13.6	0.0		6.9	0.0	60.0		55.6			
Progression Factor		0.08	1.00		0.46	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.1		0.0	0.1	34.5		2.8			
Delay (s)		1.1	0.1		3.2	0.1	94.5		58.4			
Level of Service		A	A		A	A	F		E			
Approach Delay (s)		0.7			2.8			82.7			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	277	1228	342	228	1565	103	380	212	196	266	217	424
v/c Ratio	0.84	0.72	0.45	0.65	0.90	0.15	0.98	0.35	0.37	0.72	0.88	0.87
Control Delay	56.2	13.2	3.5	42.2	32.4	0.5	64.9	29.4	2.0	31.8	67.4	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	13.2	3.5	42.2	32.4	0.5	64.9	29.4	2.0	31.8	67.4	29.5
Queue Length 50th (ft)	56	168	38	54	250	0	139	46	0	90	100	46
Queue Length 95th (ft)	#119	176	57	#96	#343	0	#289	77	0	#168	#219	#203
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	329	1715	760	353	1735	682	388	605	535	377	250	489
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.72	0.45	0.65	0.90	0.15	0.98	0.35	0.37	0.71	0.87	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1130	315	210	1440	95	350	195	180	245	200	390
Future Volume (vph)	255	1130	315	210	1440	95	350	195	180	245	200	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.33	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	615	3539	1583	1153	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	1228	342	228	1565	103	380	212	196	266	217	424
RTOR Reduction (vph)	0	0	228	0	0	68	0	0	163	0	0	276
Lane Group Flow (vph)	277	1228	114	228	1565	35	380	212	33	266	217	148
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	5.2	23.1	23.1	5.7	23.6	23.6	24.8	12.8	12.8	19.2	10.0	10.0
Effective Green, g (s)	7.2	25.1	25.1	7.7	25.6	25.6	24.8	12.8	12.8	19.2	10.0	10.0
Actuated g/C Ratio	0.10	0.33	0.33	0.10	0.34	0.34	0.33	0.17	0.17	0.26	0.13	0.13
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	329	1701	529	352	1735	540	388	603	270	370	248	211
v/s Ratio Prot	0.08	c0.24		0.07	c0.31		c0.16	0.06		0.09	0.12	
v/s Ratio Perm			0.07			0.02	c0.17		0.02	0.10		0.09
v/c Ratio	0.84	0.72	0.22	0.65	0.90	0.07	0.98	0.35	0.12	0.72	0.88	0.70
Uniform Delay, d1	33.3	21.9	17.9	32.3	23.5	16.6	22.6	27.4	26.3	24.4	31.9	31.1
Progression Factor	1.05	0.49	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.2	2.4	0.8	3.1	8.1	0.2	39.6	0.1	0.1	5.5	26.5	7.9
Delay (s)	50.2	13.1	19.2	35.4	31.6	16.9	62.1	27.6	26.4	29.9	58.4	39.0
Level of Service	D	B	B	D	C	B	E	C	C	C	E	D
Approach Delay (s)		19.8			31.2			44.0			41.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2538	174	1973	158	207
v/c Ratio	0.59	0.79	0.52	0.69	0.54
Control Delay	17.8	78.2	2.0	64.9	11.3
Queue Delay	0.0	1.5	0.1	0.0	0.0
Total Delay	17.8	79.7	2.0	64.9	11.3
Queue Length 50th (ft)	296	104	35	119	0
Queue Length 95th (ft)	374	#237	32	181	65
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4279	221	3791	545	631
Starvation Cap Reductn	0	7	458	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.81	0.59	0.29	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2220	115	160	1815	145	190
Future Volume (vph)	2220	115	160	1815	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7488		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7488		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2413	125	174	1973	158	207
RTOR Reduction (vph)	5	0	0	0	0	180
Lane Group Flow (vph)	2533	0	174	1973	158	27
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	66.5		13.0	87.5	15.5	15.5
Effective Green, g (s)	68.5		15.0	89.5	15.5	15.5
Actuated g/C Ratio	0.57		0.12	0.75	0.13	0.13
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4274		221	3792	228	204
v/s Ratio Prot	c0.34		c0.10	0.39	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.59		0.79	0.52	0.69	0.13
Uniform Delay, d1	16.7		51.0	6.3	50.0	46.3
Progression Factor	1.00		1.10	0.22	1.00	1.00
Incremental Delay, d2	0.1		14.1	0.1	7.1	0.1
Delay (s)	16.8		69.9	1.4	57.1	46.4
Level of Service	B		E	A	E	D
Approach Delay (s)	16.8			7.0	51.0	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	103	2516	1967	92	272	179
v/c Ratio	0.78	0.53	0.49	0.09	0.61	0.53
Control Delay	70.9	2.7	10.7	1.2	54.8	15.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	70.9	2.7	10.7	1.2	54.8	15.9
Queue Length 50th (ft)	79	29	227	1	104	17
Queue Length 95th (ft)	m#175	46	278	m5	140	81
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	132	4778	3977	1017	1058	595
Starvation Cap Reductn	0	476	0	0	0	0
Spillback Cap Reductn	0	0	40	0	0	5
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.58	0.50	0.09	0.26	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2315	1810	85	250	165
Future Volume (vph)	95	2315	1810	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2516	1967	92	272	179
RTOR Reduction (vph)	0	0	0	35	0	135
Lane Group Flow (vph)	103	2516	1967	57	272	44
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	7.0	87.5	72.5	72.5	15.5	15.5
Effective Green, g (s)	9.0	89.5	74.5	74.5	15.5	15.5
Actuated g/C Ratio	0.08	0.75	0.62	0.62	0.13	0.13
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	132	4779	3978	982	443	204
v/s Ratio Prot	c0.06	c0.39	0.31		c0.08	
v/s Ratio Perm				0.04		0.03
v/c Ratio	0.78	0.53	0.49	0.06	0.61	0.22
Uniform Delay, d1	54.5	6.4	12.4	8.9	49.4	46.8
Progression Factor	0.71	0.34	0.80	0.44	1.00	1.00
Incremental Delay, d2	20.0	0.0	0.0	0.0	1.8	0.2
Delay (s)	58.5	2.2	9.9	3.9	51.2	47.0
Level of Service	E	A	A	A	D	D
Approach Delay (s)		4.4	9.7		49.5	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	1712	1042	1478	521	563
v/c Ratio	0.47	0.66	0.52	0.60	0.80
Control Delay	6.1	9.8	7.6	22.9	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	9.8	7.6	22.9	31.2
Queue Length 50th (ft)	84	329	139	84	107
Queue Length 95th (ft)	164	453	164	128	#185
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3605	1583	2861	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.66	0.52	0.59	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1575	990	0	1360	0	495	0	535	0	0
Future Volume (vph)	0	1575	990	0	1360	0	495	0	535	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1712	1042	0	1478	0	521	0	563	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1712	1042	0	1478	0	521	0	563	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.8	60.0		31.8		13.2		13.2		
Effective Green, g (s)		33.8	60.0		33.8		15.2		15.2		
Actuated g/C Ratio		0.56	1.00		0.56		0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3609	1583		2864		869		706		
v/s Ratio Prot		0.27			0.29		0.15		0.20		
v/s Ratio Perm			c0.66								
v/c Ratio		0.47	0.66		0.52		0.60		0.80		
Uniform Delay, d1		7.8	0.0		8.1		19.7		21.0		
Progression Factor		0.72	1.00		0.87		1.00		1.00		
Incremental Delay, d2		0.4	1.9		0.5		0.9		6.1		
Delay (s)		6.0	1.9		7.5		20.7		27.0		
Level of Service		A	A		A		C		C		
Approach Delay (s)		4.5			7.5			24.0		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1272	1929	600	584	447
v/c Ratio	0.44	0.67	0.38	0.69	0.65
Control Delay	6.7	7.2	0.2	25.1	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	7.2	0.2	25.1	25.1
Queue Length 50th (ft)	109	165	0	96	81
Queue Length 95th (ft)	102	m158	m0	144	127
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2891	2891	1583	886	719
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.67	0.38	0.66	0.62

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1170	0	0	1775	570	555	0	425	0	0
Future Volume (vph)	0	1170	0	0	1775	570	555	0	425	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1272	0	0	1929	600	584	0	447	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1272	0	0	1929	600	584	0	447	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		32.1			32.1	60.0	12.9		12.9		
Effective Green, g (s)		34.1			34.1	60.0	14.9		14.9		
Actuated g/C Ratio		0.57			0.57	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2889			2889	1583	852		692		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.44			0.67	0.38	0.69		0.65		
Uniform Delay, d1		7.5			9.0	0.0	20.4		20.2		
Progression Factor		0.83			0.75	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.3	0.2	2.1		1.8		
Delay (s)		6.6			7.1	0.2	22.5		22.0		
Level of Service		A			A	A	C		C		
Approach Delay (s)		6.6			5.4			22.3		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	424	1310	60	1820	250	228	82	109	223	571
v/c Ratio	1.00	0.60	0.48	0.99	0.72	0.45	0.15	0.32	0.45	1.07
Control Delay	87.9	20.8	66.9	56.9	44.6	39.3	0.6	28.9	40.3	88.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.9	20.8	66.9	56.9	44.6	39.3	0.6	28.9	40.3	88.2
Queue Length 50th (ft)	168	250	45	507	140	146	0	56	144	~390
Queue Length 95th (ft)	#281	301	91	#628	#220	225	0	98	222	#613
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	425	2194	131	1836	345	509	544	338	492	536
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.60	0.46	0.99	0.72	0.45	0.15	0.32	0.45	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1060	145	55	1590	85	230	210	75	100	205	525
Future Volume (vph)	390	1060	145	55	1590	85	230	210	75	100	205	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4945		1752	4998		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.48	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)	3400	4945		1752	4998		882	1845	1568	941	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	1152	158	60	1728	92	250	228	82	109	223	571
RTOR Reduction (vph)	0	14	0	0	5	0	0	0	59	0	0	119
Lane Group Flow (vph)	424	1296	0	60	1815	0	250	228	23	109	223	452
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	13.0	49.5		5.5	42.0		40.1	33.1	33.1	37.9	32.0	32.0
Effective Green, g (s)	15.0	51.5		7.5	44.0		40.1	33.1	33.1	37.9	32.0	32.0
Actuated g/C Ratio	0.12	0.43		0.06	0.37		0.33	0.28	0.28	0.32	0.27	0.27
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	425	2122		109	1832		345	508	432	337	492	418
v/s Ratio Prot	c0.12	0.26		0.03	c0.36		c0.04	0.12		0.02	0.12	
v/s Ratio Perm							0.20		0.01	0.09		c0.29
v/c Ratio	1.00	0.61		0.55	0.99		0.72	0.45	0.05	0.32	0.45	1.08
Uniform Delay, d1	52.5	26.5		54.6	37.8		35.1	35.9	31.9	30.1	36.7	44.0
Progression Factor	0.89	0.77		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.2	1.2		3.4	18.9		6.3	0.2	0.0	0.2	0.2	67.8
Delay (s)	86.7	21.5		58.0	56.7		41.3	36.1	31.9	30.3	36.9	111.8
Level of Service	F	C		E	E		D	D	C	C	D	F
Approach Delay (s)		37.4			56.8			37.8			83.4	
Approach LOS		D			E			D			F	

Intersection Summary			
HCM 2000 Control Delay	52.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	2294	299	2277	65	250	11	402	274	281	359
v/c Ratio	0.52	0.95	1.33	0.91	0.06	0.68	0.06	1.04	0.87	0.88	0.79
Control Delay	79.2	43.0	220.2	24.8	0.1	65.3	50.8	98.0	77.5	78.2	34.2
Queue Delay	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	43.0	220.2	26.0	0.1	65.3	50.8	98.0	77.5	78.2	34.2
Queue Length 50th (ft)	41	687	~172	232	0	106	8	~310	231	238	129
Queue Length 95th (ft)	#90	#873	m#248	#823	m0	146	27	#475	#369	#377	249
Internal Link Dist (ft)		580		548			436			396	
Turn Bay Length (ft)	450		375		350	225		250	200		
Base Capacity (vph)	95	2414	224	2493	1204	845	458	385	349	355	452
Starvation Cap Reductn	0	0	0	81	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.95	1.33	0.94	0.05	0.30	0.02	1.04	0.79	0.79	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1965	145	275	2095	60	230	10	370	420	90	330
Future Volume (vph)	45	1965	145	275	2095	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2136	158	299	2277	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	20	0	0	67	0	0	101
Lane Group Flow (vph)	49	2289	0	299	2277	45	250	11	335	274	281	258
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	5.0	60.2		6.5	61.7	86.1	13.9	13.9	20.4	24.4	24.4	29.4
Effective Green, g (s)	7.0	62.2		8.5	63.7	90.1	13.9	13.9	20.4	24.4	24.4	29.4
Actuated g/C Ratio	0.05	0.48		0.07	0.49	0.69	0.11	0.11	0.16	0.19	0.19	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	95	2408		224	2491	1097	367	199	248	315	321	358
v/s Ratio Prot	0.03	c0.45		c0.09	0.45	0.01	0.07	0.01	c0.07	0.16	c0.16	0.03
v/s Ratio Perm						0.02			0.14			0.14
v/c Ratio	0.52	0.95		1.33	0.91	0.04	0.68	0.06	1.35	0.87	0.88	0.72
Uniform Delay, d1	59.9	32.4		60.8	30.6	6.3	55.9	52.2	54.8	51.3	51.3	46.5
Progression Factor	1.00	1.00		1.15	0.61	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	10.0		170.1	4.7	0.0	4.1	0.0	181.3	21.0	21.7	6.0
Delay (s)	61.8	42.4		239.8	23.2	0.4	60.0	52.2	236.1	72.3	73.1	52.5
Level of Service	E	D		F	C	A	E	D	F	E	E	D
Approach Delay (s)		42.8			47.2			166.7			64.7	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	60.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	92.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2092	874	1989	695	632
v/c Ratio	0.41	0.55	0.80	0.89	0.51
Control Delay	0.1	1.2	25.7	47.4	27.2
Queue Delay	0.0	0.0	0.5	0.0	0.0
Total Delay	0.1	1.2	26.2	47.4	27.2
Queue Length 50th (ft)	0	0	450	512	207
Queue Length 95th (ft)	m0	m0	645	669	256
Internal Link Dist (ft)	548		319		
Turn Bay Length (ft)		150			
Base Capacity (vph)	5085	1583	2483	850	1339
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	169	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.55	0.86	0.82	0.47

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1925	830	0	1830	0	660	0	600	0	0
Future Volume (vph)	0	1925	830	0	1830	0	660	0	600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2092	874	0	1989	0	695	0	632	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2092	874	0	1989	0	695	0	632	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		130.0	130.0		61.5		55.5		55.5		
Effective Green, g (s)		130.0	130.0		63.5		57.5		57.5		
Actuated g/C Ratio		1.00	1.00		0.49		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		2483		782		1232		
v/s Ratio Prot		0.41			c0.39		c0.39		0.23		
v/s Ratio Perm			0.55								
v/c Ratio		0.41	0.55		0.80		0.89		0.51		
Uniform Delay, d1		0.0	0.0		27.9		33.3		26.1		
Progression Factor		1.00	1.00		0.82		1.00		1.00		
Incremental Delay, d2		0.1	0.5		1.9		11.9		0.3		
Delay (s)		0.1	0.5		24.7		45.2		26.4		
Level of Service		A	A		C		D		C		
Approach Delay (s)		0.2			24.7			36.3		0.0	
Approach LOS		A			C			D		A	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	2103	2348	804	630	821
v/c Ratio	0.73	0.81	0.51	0.38	0.85
Control Delay	13.4	12.1	0.9	17.3	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	12.1	0.9	17.3	29.0
Queue Length 50th (ft)	226	232	0	65	155
Queue Length 95th (ft)	236	m315	m0	92	#263
Internal Link Dist (ft)	286	371			
Turn Bay Length (ft)			250	350	350
Base Capacity (vph)	2883	2883	1568	1688	982
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.81	0.51	0.37	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰↰		↱↱			
Traffic Volume (vph)	0	1935	0	0	2160	740	580	0	780	0	0	0
Future Volume (vph)	0	1935	0	0	2160	740	580	0	780	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	2.0	2.0		2.0			
Lane Util. Factor		0.91			0.91	1.00	0.94		0.88			
Frt		1.00			1.00	0.85	1.00		0.85			
Flt Protected		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085			5085	1568	4990		2787			
Flt Permitted		1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085			5085	1568	4990		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	2103	0	0	2348	804	630	0	821	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	39	0	0	0
Lane Group Flow (vph)	0	2103	0	0	2348	804	630	0	782	0	0	0
Heavy Vehicles (%)	3%	2%	2%	2%	2%	3%	2%	3%	2%	3%	3%	3%
Turn Type		NA			NA	Free	Prot		Prot			
Protected Phases		6			2		4		4			
Permitted Phases						Free						
Actuated Green, G (s)		34.9			34.9	65.0	19.6		19.6			
Effective Green, g (s)		36.9			36.9	65.0	21.6		21.6			
Actuated g/C Ratio		0.57			0.57	1.00	0.33		0.33			
Clearance Time (s)		6.5			6.5		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2886			2886	1568	1658		926			
v/s Ratio Prot		0.41			c0.46		0.13		c0.28			
v/s Ratio Perm						0.51						
v/c Ratio		0.73			0.81	0.51	0.38		0.84			
Uniform Delay, d1		10.4			11.3	0.0	16.6		20.1			
Progression Factor		1.13			0.94	1.00	1.00		1.00			
Incremental Delay, d2		1.4			1.3	0.6	0.1		7.1			
Delay (s)		13.2			11.8	0.6	16.7		27.2			
Level of Service		B			B	A	B		C			
Approach Delay (s)		13.2			9.0			22.7			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	6.5
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues

4: SW Natura Boulevard/Fairway Drive & Hillsboro Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	2511	337	152	2538	315	11	141	37	54	337
v/c Ratio	1.01	0.88	0.36	1.18	0.87	1.08	0.03	0.34	0.12	0.17	0.87
Control Delay	137.2	22.7	6.9	185.9	28.8	119.9	39.6	8.4	34.6	43.3	52.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	137.2	22.7	6.9	185.9	28.8	119.9	39.6	8.4	34.6	43.3	52.7
Queue Length 50th (ft)	~86	544	68	~153	636	~276	8	0	24	39	174
Queue Length 95th (ft)	m#150	#915	m175	#295	#919	#343	23	52	47	70	265
Internal Link Dist (ft)		660			631		513			402	
Turn Bay Length (ft)	300		150	100		125					340
Base Capacity (vph)	102	2846	943	129	2920	293	544	562	298	544	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.88	0.36	1.18	0.87	1.08	0.02	0.25	0.12	0.10	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

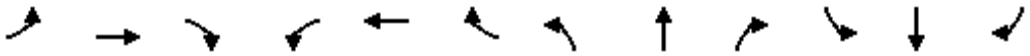
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2310	310	140	2300	35	290	10	130	34	50	310
Future Volume (vph)	95	2310	310	140	2300	35	290	10	130	34	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.70	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	1770	5074		1301	1863	1583	1398	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2511	337	152	2500	38	315	11	141	37	54	337
RTOR Reduction (vph)	0	0	58	0	1	0	0	0	114	0	0	109
Lane Group Flow (vph)	103	2511	279	152	2537	0	315	11	27	37	54	228
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	5.5	69.6	69.6	7.5	71.6		28.7	24.7	24.7	27.1	23.9	23.9
Effective Green, g (s)	7.5	71.6	71.6	9.5	73.6		28.7	24.7	24.7	27.1	23.9	23.9
Actuated g/C Ratio	0.06	0.55	0.55	0.07	0.57		0.22	0.19	0.19	0.21	0.18	0.18
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	102	2800	871	129	2872		301	353	300	300	342	291
v/s Ratio Prot	0.06	0.49		c0.09	c0.50		c0.03	0.01		0.00	0.03	
v/s Ratio Perm			0.18				c0.20		0.02	0.02		0.14
v/c Ratio	1.01	0.90	0.32	1.18	0.88		1.05	0.03	0.09	0.12	0.16	0.78
Uniform Delay, d1	61.2	25.9	15.9	60.2	24.5		50.4	42.9	43.4	41.6	44.6	50.6
Progression Factor	1.07	0.73	0.58	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	73.8	3.3	0.6	135.0	4.4		64.6	0.0	0.0	0.1	0.1	11.9
Delay (s)	139.2	22.2	9.9	195.3	28.9		114.9	42.9	43.4	41.7	44.7	62.5
Level of Service	F	C	A	F	C		F	D	D	D	D	E
Approach Delay (s)		24.9			38.3			91.6			58.4	
Approach LOS		C			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: S Military Trail & SR 869/SW 10th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	359	370	201	538	1076	587	310	636	424	478	902	668
v/c Ratio	0.93	0.61	0.38	0.55	0.88	0.65	0.90	0.84	0.47	0.85	0.92	0.42
Control Delay	88.8	54.4	6.2	33.2	36.0	18.3	86.2	60.7	6.6	67.9	61.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.8	54.4	6.2	33.2	36.0	18.3	86.2	60.7	6.6	67.9	61.4	0.8
Queue Length 50th (ft)	157	155	10	156	310	210	135	273	44	203	388	0
Queue Length 95th (ft)	#251	201	39	m202	#468	m260	#219	#364	84	#281	#511	0
Internal Link Dist (ft)		620			1001			752			457	
Turn Bay Length (ft)	280		500	550		600	350			300		200
Base Capacity (vph)	385	835	534	987	1228	910	345	753	906	575	982	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.44	0.38	0.55	0.88	0.65	0.90	0.84	0.47	0.83	0.92	0.42

Intersection Summary

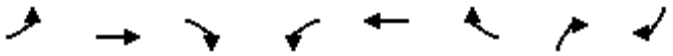
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	340	185	495	990	540	285	585	390	440	830	615
Future Volume (vph)	330	340	185	495	990	540	285	585	390	440	830	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	5.9	5.5	4.0	5.9	5.9	5.9	5.5	5.9	5.9	2.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	359	370	201	538	1076	587	310	636	424	478	902	668
RTOR Reduction (vph)	0	0	124	0	0	51	0	0	110	0	0	0
Lane Group Flow (vph)	359	370	77	538	1076	536	310	636	314	478	902	668
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			Free
Actuated Green, G (s)	12.6	20.3	31.4	35.4	43.1	62.4	11.1	25.7	61.1	19.3	33.9	130.0
Effective Green, g (s)	14.6	22.3	35.4	37.4	45.1	66.4	13.1	27.7	65.1	21.3	35.9	130.0
Actuated g/C Ratio	0.11	0.17	0.27	0.29	0.35	0.51	0.10	0.21	0.50	0.16	0.28	1.00
Clearance Time (s)	7.5	6.0	7.9	7.5	6.0	7.9	7.9	7.9	7.5	7.9	7.9	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	
Lane Grp Cap (vph)	385	607	431	987	1227	808	345	754	792	562	977	1583
v/s Ratio Prot	c0.10	0.10	0.02	0.16	c0.30	0.11	0.09	0.18	0.11	c0.14	c0.25	
v/s Ratio Perm			0.03			0.23			0.08			0.42
v/c Ratio	0.93	0.61	0.18	0.55	0.88	0.66	0.90	0.84	0.40	0.85	0.92	0.42
Uniform Delay, d1	57.2	49.8	36.2	39.1	39.8	23.5	57.8	49.1	20.2	52.8	45.7	0.0
Progression Factor	1.00	1.00	1.00	0.81	0.77	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.9	4.5	0.1	0.2	4.9	0.8	24.2	8.5	0.1	11.4	13.8	0.8
Delay (s)	86.1	54.3	36.3	31.7	35.5	23.3	82.0	57.6	20.3	64.2	59.5	0.8
Level of Service	F	D	D	C	D	C	F	E	C	E	E	A
Approach Delay (s)		62.7			31.3			51.6			41.5	
Approach LOS		E			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

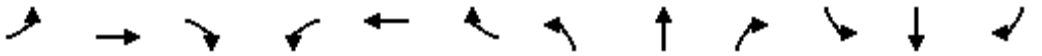


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	103	2522	92	136	2353	130	674	1065
v/c Ratio	0.07	0.77	0.09	0.17	0.84	0.18	0.80	0.91
Control Delay	7.9	7.4	0.5	19.9	21.6	3.2	27.9	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.9	7.4	0.5	19.9	21.6	3.2	27.9	28.2
Queue Length 50th (ft)	8	122	0	32	338	14	86	138
Queue Length 95th (ft)	m14	143	m4	m43	m359	m23	#152	#240
Internal Link Dist (ft)		900			925			
Turn Bay Length (ft)	460		400	750		500	120	
Base Capacity (vph)	1605	3285	1055	792	2794	737	842	1257
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.77	0.09	0.17	0.84	0.18	0.80	0.85

Intersection Summary

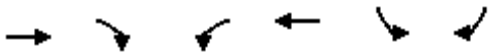
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2320	85	125	2165	120	0	0	620	0	0	980
Future Volume (vph)	95	2320	85	125	2165	120	0	0	620	0	0	980
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			6.0			6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00			0.76			0.76
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	3367	5085	1583	3433	6408	1524			3610			2630
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (perm)	3367	5085	1583	3433	6408	1524			3610			2630
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2522	92	136	2353	130	0	0	674	0	0	1065
RTOR Reduction (vph)	0	0	33	0	0	73	0	0	121	0	0	89
Lane Group Flow (vph)	103	2522	59	136	2353	57	0	0	553	0	0	976
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA	Perm	Prot	NA	Perm			Over			Over
Protected Phases	1	6		5	2				5			1
Permitted Phases			6			2						
Actuated Green, G (s)	26.7	40.0	40.0	13.0	26.3	26.3			13.0			26.7
Effective Green, g (s)	28.7	42.0	42.0	15.0	28.3	28.3			13.0			26.7
Actuated g/C Ratio	0.44	0.65	0.65	0.23	0.44	0.44			0.20			0.41
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0			6.0			6.0
Vehicle Extension (s)	1.5	3.0	3.0	2.5	3.0	3.0			2.5			1.5
Lane Grp Cap (vph)	1486	3285	1022	792	2789	663			722			1080
v/s Ratio Prot	0.03	0.50		0.04	c0.37				0.15			c0.37
v/s Ratio Perm			0.04			0.04						
v/c Ratio	0.07	0.77	0.06	0.17	0.84	0.09			0.77			0.90
Uniform Delay, d1	10.5	8.1	4.2	20.0	16.4	10.8			24.6			17.9
Progression Factor	0.79	0.69	0.45	0.97	1.13	1.42			1.00			1.00
Incremental Delay, d2	0.0	1.1	0.0	0.1	2.3	0.2			4.7			10.4
Delay (s)	8.3	6.7	1.9	19.5	20.8	15.4			29.2			28.3
Level of Service	A	A	A	B	C	B			C			C
Approach Delay (s)		6.6			20.5			29.2			28.3	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

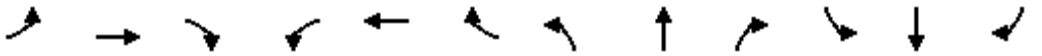


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2163	1000	811	1707	316	884
v/c Ratio	1.08	0.63	0.72	0.52	0.33	1.13
Control Delay	82.0	1.5	22.5	9.8	38.1	116.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.0	1.5	22.5	9.8	38.1	116.0
Queue Length 50th (ft)	~494	7	134	191	108	~489
Queue Length 95th (ft)	#560	0	197	261	151	#631
Internal Link Dist (ft)	925			635		
Turn Bay Length (ft)		500	305		500	500
Base Capacity (vph)	2007	1583	1119	3305	966	784
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.63	0.72	0.52	0.33	1.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1990	950	770	1570	0	0	0	0	300	0	840
Future Volume (vph)	0	1990	950	770	1570	0	0	0	0	300	0	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0	4.0	4.5					4.4		4.4
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2163	1000	811	1707	0	0	0	0	316	0	884
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2163	1000	811	1707	0	0	0	0	316	0	884
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		32.6	130.0	38.0	82.6					34.6		34.6
Effective Green, g (s)		34.6	130.0	42.0	84.6					36.6		36.6
Actuated g/C Ratio		0.27	1.00	0.32	0.65					0.28		0.28
Clearance Time (s)		6.0								6.4		6.4
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2007	1583	1109	3309					966		784
v/s Ratio Prot		c0.29		c0.24	0.34					0.09		
v/s Ratio Perm			c0.63									c0.32
v/c Ratio		1.08	0.63	0.73	0.52					0.33		1.13
Uniform Delay, d1		47.7	0.0	39.0	11.9					37.0		46.7
Progression Factor		0.89	1.00	0.81	0.76					1.00		1.00
Incremental Delay, d2		41.4	1.2	2.3	0.1					0.1		73.3
Delay (s)		83.9	1.2	34.1	9.2					37.0		120.0
Level of Service		F	A	C	A					D		F
Approach Delay (s)		57.7			17.2			0.0			98.1	
Approach LOS		E			B			A			F	

Intersection Summary			
HCM 2000 Control Delay	50.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1293	1158	1815	337	705	716
v/c Ratio	0.46	0.42	0.34	0.21	0.61	0.86
Control Delay	11.6	6.2	3.7	0.2	47.5	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	6.2	3.7	0.2	47.5	59.5
Queue Length 50th (ft)	131	138	62	0	190	255
Queue Length 95th (ft)	m125	m114	79	m0	234	#335
Internal Link Dist (ft)	635		630			
Turn Bay Length (ft)		700			410	430
Base Capacity (vph)	2800	2787	5286	1583	1151	833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.42	0.34	0.21	0.61	0.86

Intersection Summary

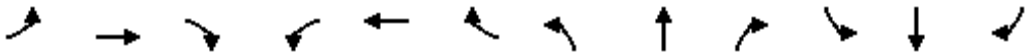
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1190	1100	0	1670	320	670	0	680	0	0	0
Future Volume (vph)	0	1190	1100	0	1670	320	670	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	2.0		4.5	2.0	4.4		4.4			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	0	1293	1158	0	1815	337	705	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1293	1158	0	1815	337	705	0	716	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		6 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		67.2	130.0		89.1	130.0	28.0		28.0			
Effective Green, g (s)		71.2	130.0		86.7	130.0	30.0		30.0			
Actuated g/C Ratio		0.55	1.00		0.67	1.00	0.23		0.23			
Clearance Time (s)							6.4		6.4			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		2785	2787		5031	1583	1151		833			
v/s Ratio Prot		c0.25			0.24		0.14		c0.20			
v/s Ratio Perm			c0.42			0.21						
v/c Ratio		0.46	0.42		0.36	0.21	0.61		0.86			
Uniform Delay, d1		17.8	0.0		9.5	0.0	44.8		48.0			
Progression Factor		1.17	1.00		0.46	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.1		0.0	0.2	1.0		9.0			
Delay (s)		20.9	0.1		4.4	0.2	45.8		57.0			
Level of Service		C	A		A	A	D		E			
Approach Delay (s)		11.1			3.7			51.5			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.8
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	321	1402	310	375	1391	147	332	201	245	299	337	440
v/c Ratio	0.80	0.81	0.42	0.83	0.77	0.23	0.91	0.24	0.44	0.63	0.89	0.83
Control Delay	58.8	26.1	8.5	70.9	41.3	8.5	63.4	40.6	7.3	33.4	75.7	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	26.1	8.5	70.9	41.3	8.5	63.4	40.6	7.3	33.4	75.7	34.1
Queue Length 50th (ft)	137	366	72	160	394	13	210	71	0	168	272	150
Queue Length 95th (ft)	m173	490	m128	#231	456	62	#382	106	66	244	#421	#302
Internal Link Dist (ft)		630			1233			1112			1327	
Turn Bay Length (ft)	200		370	200		200	260		260	170		170
Base Capacity (vph)	409	1731	743	464	1810	643	372	878	577	497	411	552
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.81	0.42	0.81	0.77	0.23	0.89	0.23	0.42	0.60	0.82	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1290	285	345	1280	135	305	185	225	275	310	405
Future Volume (vph)	295	1290	285	345	1280	135	305	185	225	275	310	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.4	4.4	4.4	5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.15	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	279	3539	1583	1165	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	1402	310	375	1391	147	332	201	245	299	337	440
RTOR Reduction (vph)	0	0	204	0	0	80	0	0	187	0	0	207
Lane Group Flow (vph)	321	1402	106	375	1391	67	332	201	58	299	337	233
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	13.2	42.3	42.3	15.2	44.3	44.3	52.6	30.7	30.7	44.0	26.4	26.4
Effective Green, g (s)	15.2	44.3	44.3	17.2	46.3	46.3	52.6	30.7	30.7	44.0	26.4	26.4
Actuated g/C Ratio	0.12	0.34	0.34	0.13	0.36	0.36	0.40	0.24	0.24	0.34	0.20	0.20
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.7	5.7	5.7
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	401	1732	539	454	1811	563	364	835	373	476	378	321
v/s Ratio Prot	0.09	c0.28		0.11	c0.27		c0.15	0.06		0.09	0.18	
v/s Ratio Perm			0.07			0.04	c0.22		0.04	0.13		0.15
v/c Ratio	0.80	0.81	0.20	0.83	0.77	0.12	0.91	0.24	0.16	0.63	0.89	0.73
Uniform Delay, d1	55.9	39.0	30.3	54.9	37.1	28.1	34.8	40.2	39.4	34.2	50.4	48.4
Progression Factor	0.81	0.56	1.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.5	3.4	0.7	11.1	3.2	0.4	26.0	0.1	0.1	1.9	21.7	6.7
Delay (s)	54.1	25.3	60.7	66.1	40.3	28.6	60.8	40.3	39.4	36.1	72.1	55.1
Level of Service	D	C	E	E	D	C	E	D	D	D	E	E
Approach Delay (s)		35.2			44.4			48.8			55.2	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	43.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2761	272	2538	125	130
v/c Ratio	0.64	0.95	0.64	0.67	0.46
Control Delay	20.1	95.0	2.3	72.8	13.6
Queue Delay	0.0	43.4	0.3	0.0	0.0
Total Delay	20.2	138.4	2.6	72.8	13.6
Queue Length 50th (ft)	370	197	54	103	0
Queue Length 95th (ft)	444	#394	41	164	58
Internal Link Dist (ft)	575		175	531	
Turn Bay Length (ft)					
Base Capacity (vph)	4288	285	3961	503	543
Starvation Cap Reductn	0	56	613	0	0
Spillback Cap Reductn	154	0	0	0	2
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	1.19	0.76	0.25	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2445	95	250	2335	115	120
Future Volume (vph)	2445	95	250	2335	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7502		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7502		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2658	103	272	2538	125	130
RTOR Reduction (vph)	3	0	0	0	0	116
Lane Group Flow (vph)	2758	0	272	2538	125	14
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	72.3		19.0	99.3	13.7	13.7
Effective Green, g (s)	74.3		21.0	101.3	13.7	13.7
Actuated g/C Ratio	0.57		0.16	0.78	0.11	0.11
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4287		285	3962	186	166
v/s Ratio Prot	c0.37		c0.15	c0.50	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.64		0.95	0.64	0.67	0.08
Uniform Delay, d1	18.9		54.0	6.3	56.0	52.5
Progression Factor	1.00		1.09	0.25	1.00	1.00
Incremental Delay, d2	0.3		34.5	0.2	7.3	0.1
Delay (s)	19.1		93.5	1.8	63.3	52.6
Level of Service	B		F	A	E	D
Approach Delay (s)	19.1			10.7	57.8	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	196	2592	2641	315	207	168
v/c Ratio	1.03	0.52	0.66	0.28	0.57	0.53
Control Delay	107.1	2.2	12.8	1.1	61.0	13.6
Queue Delay	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay	107.1	2.2	12.9	1.1	61.0	13.8
Queue Length 50th (ft)	~177	25	333	11	87	0
Queue Length 95th (ft)	#335	38	429	m21	122	65
Internal Link Dist (ft)		175	1004		271	
Turn Bay Length (ft)				450		
Base Capacity (vph)	190	4992	4006	1107	977	570
Starvation Cap Reductn	0	737	0	0	0	0
Spillback Cap Reductn	0	0	188	0	0	60
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.61	0.69	0.28	0.21	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2385	2430	290	190	155
Future Volume (vph)	180	2385	2430	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2592	2641	315	207	168
RTOR Reduction (vph)	0	0	0	118	0	150
Lane Group Flow (vph)	196	2592	2641	197	207	18
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	99.3	79.3	79.3	13.7	13.7
Effective Green, g (s)	14.0	101.3	81.3	81.3	13.7	13.7
Actuated g/C Ratio	0.11	0.78	0.63	0.63	0.11	0.11
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	190	4993	4007	989	361	166
v/s Ratio Prot	c0.11	0.40	c0.41		c0.06	
v/s Ratio Perm				0.12		0.01
v/c Ratio	1.03	0.52	0.66	0.20	0.57	0.11
Uniform Delay, d1	58.0	5.3	15.5	10.4	55.4	52.6
Progression Factor	0.68	0.33	0.77	0.58	1.00	1.00
Incremental Delay, d2	66.1	0.0	0.2	0.0	1.4	0.1
Delay (s)	105.6	1.8	12.0	6.1	56.7	52.7
Level of Service	F	A	B	A	E	D
Approach Delay (s)		9.1	11.4		54.9	
Approach LOS		A	B		D	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBL2	SBR
Lane Group Flow (vph)	2060	716	2130	568	800
v/c Ratio	0.62	0.45	0.81	0.52	0.91
Control Delay	12.4	2.0	15.5	20.4	38.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	2.0	15.5	20.4	38.6
Queue Length 50th (ft)	243	12	282	93	170
Queue Length 95th (ft)	346	47	294	137	#285
Internal Link Dist (ft)	1004		259		
Turn Bay Length (ft)		250			
Base Capacity (vph)	3302	1583	2620	1082	878
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.45	0.81	0.52	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1895	680	0	1960	0	540	0	760	0	0
Future Volume (vph)	0	1895	680	0	1960	0	540	0	760	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2060	716	0	2130	0	568	0	800	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2060	716	0	2130	0	568	0	800	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		31.5	65.0		31.5		18.5		18.5		
Effective Green, g (s)		33.5	65.0		33.5		20.5		20.5		
Actuated g/C Ratio		0.52	1.00		0.52		0.32		0.32		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3302	1583		2620		1082		878		
v/s Ratio Prot		0.32			c0.42		0.17		c0.29		
v/s Ratio Perm			0.45								
v/c Ratio		0.62	0.45		0.81		0.52		0.91		
Uniform Delay, d1		11.2	0.0		13.1		18.3		21.4		
Progression Factor		1.03	1.00		1.02		1.00		1.00		
Incremental Delay, d2		0.8	0.8		1.9		0.4		13.5		
Delay (s)		12.4	0.8		15.4		18.6		34.8		
Level of Service		B	A		B		B		C		
Approach Delay (s)		9.4			15.4			28.1		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL2	NBR
Lane Group Flow (vph)	1853	1848	453	1200	716
v/c Ratio	0.73	0.73	0.29	0.84	0.62
Control Delay	17.1	18.4	0.2	40.0	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	18.4	0.2	40.0	32.0
Queue Length 50th (ft)	346	194	0	453	260
Queue Length 95th (ft)	315	m272	m0	522	318
Internal Link Dist (ft)	270	1155			
Turn Bay Length (ft)			250		
Base Capacity (vph)	2537	2537	1583	1544	1254
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.29	0.78	0.57

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1705	0	0	1700	430	1140	0	680	0	0
Future Volume (vph)	0	1705	0	0	1700	430	1140	0	680	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1853	0	0	1848	453	1200	0	716	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1853	0	0	1848	453	1200	0	716	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		62.9			62.9	130.0	52.1		52.1		
Effective Green, g (s)		64.9			64.9	130.0	54.1		54.1		
Actuated g/C Ratio		0.50			0.50	1.00	0.42		0.42		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2538			2538	1583	1428		1159		
v/s Ratio Prot		c0.36			0.36		c0.35		0.26		
v/s Ratio Perm						0.29					
v/c Ratio		0.73			0.73	0.29	0.84		0.62		
Uniform Delay, d1		25.6			25.6	0.0	34.1		29.8		
Progression Factor		0.58			0.66	1.00	1.00		1.00		
Incremental Delay, d2		0.9			0.9	0.2	4.6		0.8		
Delay (s)		15.9			17.8	0.2	38.6		30.7		
Level of Service		B			B	A	D		C		
Approach Delay (s)		15.9			14.3			35.7		0.0	
Approach LOS		B			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

5: NE 3rd Ave & Sample Road

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	511	2082	114	1777	261	337	120	87	266	418
v/c Ratio	0.97	0.84	0.93	0.86	1.09	0.82	0.24	0.51	0.76	0.89
Control Delay	87.9	28.6	125.3	40.4	120.8	64.3	1.1	42.8	63.2	47.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.9	28.6	125.3	40.4	120.8	64.3	1.1	42.8	63.2	47.0
Queue Length 50th (ft)	234	346	97	491	~197	272	0	53	214	184
Queue Length 95th (ft)	#343	#611	#217	#662	#280	358	0	87	291	303
Internal Link Dist (ft)		1155		834		912			742	
Turn Bay Length (ft)	550		490		250		225	200		
Base Capacity (vph)	528	2491	122	2074	240	515	583	171	458	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.84	0.93	0.86	1.09	0.65	0.21	0.51	0.58	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1700	215	105	1505	130	240	310	110	80	245	385
Future Volume (vph)	470	1700	215	105	1505	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5000		1770	5025		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.25	1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	3433	5000		1770	5025		473	1863	1583	477	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	511	1848	234	114	1636	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	11	0	0	7	0	0	0	94	0	0	170
Lane Group Flow (vph)	511	2071	0	114	1770	0	261	337	26	87	266	248
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	18.0	62.5		7.0	51.5		38.6	28.6	28.6	30.4	24.5	24.5
Effective Green, g (s)	20.0	64.5		9.0	53.5		38.6	28.6	28.6	30.4	24.5	24.5
Actuated g/C Ratio	0.15	0.50		0.07	0.41		0.30	0.22	0.22	0.23	0.19	0.19
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	528	2480		122	2067		240	409	348	170	351	298
v/s Ratio Prot	c0.15	c0.41		0.06	0.35		c0.08	c0.18		0.02	0.14	
v/s Ratio Perm							c0.24		0.02	0.10		0.16
v/c Ratio	0.97	0.84		0.93	0.86		1.09	0.82	0.08	0.51	0.76	0.83
Uniform Delay, d1	54.7	28.2		60.2	34.8		43.3	48.3	40.2	40.9	49.9	50.8
Progression Factor	1.14	0.89		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.2	2.6		60.3	4.8		83.4	12.1	0.0	1.1	8.1	17.1
Delay (s)	87.5	27.6		120.6	39.6		126.7	60.4	40.3	41.9	58.0	67.9
Level of Service	F	C		F	D		F	E	D	D	E	E
Approach Delay (s)		39.4			44.5			81.1			61.5	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX Q

2040 No-Build and Build Safety Analysis

Collision type / Site type	SW 10th Street No-Build			SW 10th Street Build 1			SW 10th Street Build 2			SW 10th Street Build 3		
	Predicted average crash frequency (crashes/year)			Predicted average crash frequency (crashes/year)			Predicted average crash frequency (crashes/year)			Predicted average crash frequency (crashes/year)		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
ROADWAY SEGMENTS												
Multiple-vehicle												
SW 10th Street Military Trail to Newport Center Drive	4.512	1.170	3.342	4.512	1.170	3.342	5.159	1.328	3.832	5.159	1.328	3.832
SW 10th Street Newport Center Drive to SB On Ramp	1.621	0.419	1.202	2.297	0.594	1.703	2.506	0.645	1.861	2.506	0.645	1.861
SW 10th Street SB On Ramp to SB Off Ramp	0.737	0.190	0.547	--	--	--	--	--	--	--	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	1.908	0.491	1.417	1.908	0.491	1.417	1.916	0.493	1.423	1.916	0.493	1.423
SW 10th Street NB On/Off Ramp to Natura Blvd	1.070	0.283	0.787	1.070	0.283	0.787	1.092	0.289	0.804	1.092	0.289	0.804
Single-vehicle												
SW 10th Street Military Trail to Newport Center Drive	0.371	0.076	0.295	0.371	0.076	0.295	0.388	0.081	0.308	0.388	0.081	0.308
SW 10th Street Newport Center Drive to SB On Ramp	0.129	0.027	0.103	0.183	0.038	0.145	0.189	0.039	0.149	0.189	0.039	0.149
SW 10th Street SB On Ramp to SB Off Ramp	0.055	0.012	0.044	--	--	--	--	--	--	--	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	0.144	0.030	0.114	0.144	0.030	0.114	0.144	0.030	0.114	0.144	0.030	0.114
SW 10th Street NB On/Off Ramp to Natura Blvd	0.112	0.022	0.090	0.112	0.022	0.090	0.113	0.022	0.091	0.113	0.022	0.091
INTERSECTIONS												
Multiple-vehicle												
SW 10th Street / Military Trail	10.415	3.767	6.648	10.415	3.767	6.648	11.399	4.168	7.231	11.399	4.168	7.231
SW 10th Street / Newport Center Drive	8.303	3.067	5.237	10.841	4.004	6.837	11.706	4.349	7.357	11.799	4.382	7.417
SW 10th Street / Natura Blvd	8.323	2.957	5.365	6.494	2.308	4.186	7.106	2.519	4.587	7.114	2.521	4.593
Single-vehicle												
SW 10th Street / Military Trail	0.472	0.098	0.374	0.472	0.098	0.374	0.496	0.100	0.396	0.496	0.100	0.396
SW 10th Street / Newport Center Drive	0.352	0.069	0.283	0.459	0.090	0.369	0.484	0.093	0.391	0.489	0.094	0.394
SW 10th Street / Natura Blvd	0.406	0.088	0.318	0.317	0.069	0.248	0.349	0.076	0.273	0.350	0.077	0.273
COMBINED (sum of column)	38.930	12.766	26.166	39.594	13.038	26.557	43.049	14.232	28.817	43.154	14.268	28.886

SW 10th Street No-Build				
Collision type / Site type		**Predicted average crash frequency (crashes/year)**		
		$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment				
SW 10th Street Freeway Segment				
Multiple-Vehicle		104.746	24.353	80.393
Single-vehicle		18.269	4.117	14.152
Total		123.015	28.470	94.546
Ramp Speed Change Lane				
Merge Lanes				
SB Merge from SW 10th Street		8.493	3.074	5.419
NB Merge from SW 10th Street		8.215	2.967	5.248
Diverge Lanes				
NB Diverge to SW 10th Street		2.448	0.696	1.752
Ramp Terminals				
NB Ramp Terminal		19.256	4.145	15.111
SB Off Ramp Terminal		20.008	7.223	12.785
SB On Ramp Terminal		9.494	2.607	6.887
COMBINED (sum of column)		190.929	49.182	141.747

SW 10th Street Build	Build 1			Build 2			Build 3		
Collision type / Site type	Predicted average crash frequency (crashes/year)			Predicted average crash frequency (crashes/year)			Predicted average crash frequency (crashes/year)		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment 1 - NB Merge from Sample through the NB Diverge to SW 10th Street									
Multiple-Vehicle	104.28	27.76	76.52	100.54	26.94	73.60	101.00	27.04	73.96
Single-vehicle	18.19	4.45	13.74	17.90	4.39	13.50	17.94	4.40	13.54
Total	122.47	32.21	90.26	118.43	31.33	87.10	118.94	31.44	87.50
Freeway Segment 2 - NB Diverge to SW 10th Street through NB Diverge to Hillsboro Blvd									
Multiple-Vehicle	22.03	5.43	16.60	20.30	5.08	15.22	19.42	4.90	14.52
Single-vehicle	4.59	1.07	3.52	4.42	1.04	3.39	4.34	1.02	3.32
Total	26.62	6.50	20.12	24.73	6.12	18.61	23.76	5.92	17.84
Collector-Distributor Road									
SW 10th Street NB On-Ramp C-D Road	5.58	2.07	3.50	7.94	3.24	4.70	11.88	5.60	6.28
Ramp Terminals									
NB Ramp Terminal	29.93	11.60	18.33	33.67	12.75	20.92	39.33	14.57	24.76
SB Off/On Ramp Terminal	30.28	10.41	19.88	40.68	13.84	26.83	57.09	19.29	37.79
COMBINED (sum of column)	214.89	62.80	152.09	225.45	67.29	158.16	250.99	76.83	174.17

Hillsboro Blvd No-Build			
Collision type / Site type	**Predicted average crash frequency (crashes/year)**		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment			
Multiple-Vehicle	82.943	20.748	62.195
Single-vehicle	11.098	2.504	8.594
Total	94.041	23.252	70.789
Ramp Speed Change Lane			
Merge Lanes			
SB Merge from WB Hillsboro Blvd	6.05	2.02	4.030
Diverge Lanes			
NB Diverge to EB Hillsboro Blvd	2.24	0.640	1.600
Ramp Terminals			
NB to EB Ramp Terminal	14.640	6.650	7.990
SB Off Ramp Terminal	13.890	6.500	7.390
COMBINED (sum of column)	130.861	39.062	91.799

Hillsboro Blvd Build Options										
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials										
Collision type / Site type		Build 1			Build 2			Build 3		
		Predicted average crash frequency (crashes/year)			**Predicted average crash frequency (crashes/year)**			**Predicted average crash frequency (crashes/year)**		
		$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment 1 - NB Hillsboro Diverge to NB SW 10th Street Merge										
Multiple-Vehicle		29.665	6.910	22.755	29.777	6.932	22.845	31.733	7.300	24.433
Single-vehicle		5.204	1.174	4.030	5.213	1.176	4.037	5.364	1.202	4.162
Total		34.869	8.084	26.785	34.990	8.107	26.883	37.098	8.502	28.595
Freeway Segment 2 - NB SW 10th Street Merge to NB Hillsboro Merge										
Multiple-Vehicle		32.501	8.538	23.963	34.593	8.986	25.606	38.624	9.835	28.788
Single-vehicle		6.865	1.695	5.170	7.060	1.733	5.327	7.419	1.802	5.617
Total		39.366	10.233	29.133	41.653	10.719	30.934	46.043	11.637	34.406
Merge Lanes										
SB Merge from Hillsboro Blvd		7.161	2.63	4.53	7.145	2.60	4.55	7.450	2.71	4.74
NB Merge From Hillsboro Blvd		4.856	1.12	3.74	4.870	1.12	3.75	5.080	1.17	3.91
Diverge Lanes										
NB Diverge to Hillsboro Blvd		1.450	0.43	1.02	1.452	0.43	1.02	1.500	0.45	1.05
SB Diverge to 10th Street		0.670	0.23	0.44	0.668	0.23	0.44	0.690	0.24	0.45
Connector-Distributor Road										
Hillsboro NB On-Ramp CD Road		1.270	0.45	0.82	1.260	0.45	0.81	1.240	0.44	0.80
Hillsboro SB On-Ramp CD Road		1.722	0.65	1.07	1.587	0.59	1.00	1.610	0.60	1.01
Ramp Terminals										
NB Off Ramp Terminal		20.990	9.45	11.54	21.019	9.41	11.61	21.190	9.49	11.70
SB Off Ramp Terminal		13.950	6.52	7.43	14.177	6.64	7.54	14.190	6.64	7.55
COMBINED (sum of column)		**126.303**	**39.792**	**86.511**	**128.822**	**40.297**	**88.525**	**136.090**	**41.879**	**94.211**

Sample Road No-Build and Build							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,** $N_{expected}$
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle							
Sample Road NW 5th Avenue to SB Off Ramp	2.975	0.766	2.209	44	1.320	0.203	35.674
Sample Road SB Off Ramp to NB Off Ramp	3.903	1.004	2.899	27	1.320	0.163	23.246
Sample Road NB Off Ramp to NE 3 Avenue	3.870	0.996	2.874	40	1.320	0.164	34.085
Single-vehicle							
Sample Road NW 5th Avenue to SB Off Ramp	0.224	0.046	0.177	4	0.860	0.839	0.834
Sample Road SB Off Ramp to NB Off Ramp	0.294	0.061	0.233	3	0.860	0.798	0.840
Sample Road NB Off Ramp to NE 3 Avenue	0.291	0.060	0.231	2	0.860	0.800	0.634
INTERSECTIONS							
Multiple-vehicle							
Sample Road / NW 5th Terrace	7.498	2.295	5.203	6	0.330	0.288	6.431
Sample Road / NW 5th Avenue	8.208	2.434	5.774	19	0.330	0.270	16.090
Sample Road / NE 3rd Avenue	10.553	3.818	6.735	38	0.390	0.195	32.635
Single-vehicle							
Sample Road / NW 5th Terrace	0.303	0.079	0.224	0	0.360	0.902	0.273
Sample Road / NW 5th Avenue	0.349	0.096	0.253	2	0.360	0.889	0.533
Sample Road / NE 3rd Avenue	0.480	0.099	0.381	6	0.360	0.853	1.293
COMBINED (sum of column)	38.947	11.755	27.192	191	--	--	152.566

SW 10th Street No-Build							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$ (crashes/year)**	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency, $N_{expected}$**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
SW 10th Street Military Trail to Newport Center Drive	4.512	1.170	3.342	52	1.320	0.144	45.172
SW 10th Street Newport Center Drive to SB On Ramp	1.621	0.419	1.202	37	1.320	0.318	25.733
SW 10th Street SB On Ramp to SB Off Ramp	0.737	0.190	0.547	14	1.320	0.507	7.278
SW 10th Street SB Off Ramp to NB On/Off Ramp	1.908	0.491	1.417	13	1.320	0.284	9.848
SW 10th Street NB On/Off Ramp to Natura Blvd	1.070	0.283	0.787	4	1.320	0.415	2.785
Single-vehicle							
SW 10th Street Military Trail to Newport Center Drive	0.371	0.076	0.295	1	0.860	0.758	0.523
SW 10th Street Newport Center Drive to SB On Ramp	0.129	0.027	0.103	2	0.860	0.900	0.316
SW 10th Street SB On Ramp to SB Off Ramp	0.055	0.012	0.044	3	0.860	0.954	0.190
SW 10th Street SB Off Ramp to NB On/Off Ramp	0.144	0.030	0.114	0	0.860	0.890	0.128
SW 10th Street NB On/Off Ramp to Natura Blvd	0.112	0.022	0.090	0	0.860	0.912	0.102
INTERSECTIONS							
Multiple-vehicle							
SW 10th Street / Military Trail	10.415	3.767	6.648	30	0.390	0.198	26.131
SW 10th Street / Newport Center Drive	8.303	3.067	5.237	18	0.390	0.236	15.712
SW 10th Street / Natura Blvd	8.323	2.957	5.365	9	0.390	0.236	8.840
Single-vehicle							
SW 10th Street / Military Trail	0.472	0.098	0.374	3	0.360	0.855	0.839
SW 10th Street / Newport Center Drive	0.352	0.069	0.283	0	0.360	0.888	0.312
SW 10th Street / Natura Blvd	0.406	0.088	0.318	0	0.360	0.872	0.354
COMBINED (sum of column)	38.930	12.764	26.166	186	--	--	144.265

SW 10th Street Build 1							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
SW 10th Street Military Trail to Newport Center Drive	4.512	1.170	3.342	--	1.320	--	--
SW 10th Street Newport Center Drive to SB On Ramp	2.297	0.594	1.703	--	1.320	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	1.908	0.491	1.417	--	1.320	--	--
SW 10th Street NB On/Off Ramp to Natura Blvd	1.070	0.283	0.787	--	1.320	--	--
Single-vehicle							
SW 10th Street Military Trail to Newport Center Drive	0.371	0.076	0.295	--	0.860	--	--
SW 10th Street Newport Center Drive to SB On Ramp	0.183	0.038	0.145	--	0.860	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	0.144	0.030	0.114	--	0.860	--	--
SW 10th Street NB On/Off Ramp to Natura Blvd	0.112	0.022	0.090	--	0.860	--	--
INTERSECTIONS							
Multiple-vehicle							
SW 10th Street / Military Trail	10.415	3.767	6.648	--	0.390	--	--
SW 10th Street / Newport Center Drive	10.841	4.004	6.837	--	0.390	--	--
SW 10th Street / Natura Blvd	6.494	2.308	4.186	--	0.390	--	--
Single-vehicle							
SW 10th Street / Military Trail	0.472	0.098	0.374	--	0.360	--	--
SW 10th Street / Newport Center Drive	0.459	0.090	0.369	--	0.360	--	--
SW 10th Street / Natura Blvd	0.317	0.069	0.248	--	0.360	--	--
COMBINED (sum of column)	39.594	13.038	26.557	--	--	--	--

SW 10th Street Build 2							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
SW 10th Street Military Trail to Newport Center Drive	5.159	1.328	3.832	--	1.320	--	--
SW 10th Street Newport Center Drive to SB On Ramp	2.506	0.645	1.861	--	1.320	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	1.916	0.493	1.423	--	1.320	--	--
SW 10th Street NB On/Off Ramp to Natura Blvd	1.092	0.289	0.804	--	1.320	--	--
Single-vehicle							
SW 10th Street Military Trail to Newport Center Drive	0.388	0.081	0.308	--	0.860	--	--
SW 10th Street Newport Center Drive to SB On Ramp	0.189	0.039	0.149	--	0.860	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	0.144	0.030	0.114	--	0.860	--	--
SW 10th Street NB On/Off Ramp to Natura Blvd	0.113	0.022	0.091	--	0.860	--	--
INTERSECTIONS							
Multiple-vehicle							
SW 10th Street / Military Trail	11.399	4.168	7.231	--	0.390	--	--
SW 10th Street / Newport Center Drive	11.706	4.349	7.357	--	0.390	--	--
SW 10th Street / Natura Blvd	7.106	2.519	4.587	--	0.390	--	--
Single-vehicle							
SW 10th Street / Military Trail	0.496	0.100	0.396	--	0.360	--	--
SW 10th Street / Newport Center Drive	0.484	0.093	0.391	--	0.360	--	--
SW 10th Street / Natura Blvd	0.349	0.076	0.273	--	0.360	--	--
COMBINED (sum of column)	43.049	14.232	28.817	--	--	--	--

SW 10th Street Build 3							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
SW 10th Street Military Trail to Newport Center Drive	5.159	1.328	3.832	--	1.320	--	--
SW 10th Street Newport Center Drive to SB On Ramp	2.506	0.645	1.861	--	1.320	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	1.916	0.493	1.423	--	1.320	--	--
SW 10th Street NB On/Off Ramp to Natura Blvd	1.092	0.289	0.804	--	1.320	--	--
Single-vehicle							
SW 10th Street Military Trail to Newport Center Drive	0.388	0.081	0.308	--	0.860	--	--
SW 10th Street Newport Center Drive to SB On Ramp	0.189	0.039	0.149	--	0.860	--	--
SW 10th Street SB Off Ramp to NB On/Off Ramp	0.144	0.030	0.114	--	0.860	--	--
SW 10th Street NB On/Off Ramp to Natura Blvd	0.113	0.022	0.091	--	0.860	--	--
INTERSECTIONS							
Multiple-vehicle							
SW 10th Street / Military Trail	11.399	4.168	7.231	--	0.390	--	--
SW 10th Street / Newport Center Drive	11.799	4.382	7.417	--	0.390	--	--
SW 10th Street / Natura Blvd	7.114	2.521	4.593	--	0.390	--	--
Single-vehicle							
SW 10th Street / Military Trail	0.496	0.100	0.396	--	0.360	--	--
SW 10th Street / Newport Center Drive	0.489	0.094	0.394	--	0.360	--	--
SW 10th Street / Natura Blvd	0.350	0.077	0.273	--	0.360	--	--
COMBINED (sum of column)	43.154	14.268	28.886	--	--	--	--

Hillsboro Blvd No-Build							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency,**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	1.531	0.395	1.136	11	1.320	0.331	7.865
Hillsboro Blvd SB Off Ramp to NB Off Ramp	2.468	0.647	1.821	13	1.320	0.235	10.527
Hillsboro Blvd NB Off Ramp to Natura Blvd	3.316	0.854	2.462	15	1.320	0.186	12.827
Single-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	0.118	0.024	0.094	3	0.860	0.908	0.384
Hillsboro Blvd SB Off Ramp to NB Off Ramp	0.232	0.046	0.186	0	0.860	0.834	0.193
Hillsboro Blvd NB Off Ramp to Natura Blvd	0.252	0.052	0.199	6	0.860	0.822	1.274
INTERSECTIONS							
Multiple-vehicle							
Hillsboro Blvd / SW 12th Avenue	9.245	3.404	5.841	18	0.390	0.217	16.099
Hillsboro Blvd / Natura Blvd	10.022	3.706	6.316	2	0.390	0.204	3.634
Single-vehicle							
Hillsboro Blvd / SW 12th Avenue	0.394	0.078	0.316	1	0.360	0.876	0.469
Hillsboro Blvd / Natura Blvd	0.421	0.082	0.339	0	0.360	0.868	0.366
COMBINED (sum of column)	27.999	9.289	18.710	69	--	--	53.638

Hillsboro Blvd Build 1							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency, N**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	1.531	0.395	1.136	-	1.320	-	-
Hillsboro Blvd SB Off Ramp to NB Off Ramp	2.468	0.647	1.821	-	1.320	-	-
Hillsboro Blvd NB Off Ramp to Natura Blvd	3.316	0.854	2.462	-	1.320	-	-
Single-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	0.118	0.024	0.094	-	0.860	-	-
Hillsboro Blvd SB Off Ramp to NB Off Ramp	0.232	0.046	0.186	-	0.860	-	-
Hillsboro Blvd NB Off Ramp to Natura Blvd	0.252	0.052	0.199	-	0.860	-	-
INTERSECTIONS							
Multiple-vehicle							
Hillsboro Blvd / SW 12th Avenue	9.245	3.404	5.841	-	0.390	-	-
Hillsboro Blvd / Natura Blvd	10.022	3.706	6.316	-	0.390	-	-
Single-vehicle							
Hillsboro Blvd / SW 12th Avenue	0.394	0.078	0.316	-	0.360	-	-
Hillsboro Blvd / Natura Blvd	0.421	0.082	0.339	-	0.360	-	-
COMBINED (sum of column)	27.999	9.289	18.710	-	--	--	-

Hillsboro Blvd Build 2							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency, N**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	1.457	0.377	1.080	-	1.320	-	-
Hillsboro Blvd SB Off Ramp to NB Off Ramp	3.468	0.892	2.575	-	1.320	-	-
Hillsboro Blvd NB Off Ramp to Natura Blvd	3.316	0.854	2.462	-	1.320	-	-
Single-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	0.116	0.024	0.092	-	0.860	-	-
Hillsboro Blvd SB Off Ramp to NB Off Ramp	0.261	0.054	0.207	-	0.860	-	-
Hillsboro Blvd NB Off Ramp to Natura Blvd	0.252	0.052	0.199	-	0.860	-	-
INTERSECTIONS							
Multiple-vehicle							
Hillsboro Blvd / SW 12th Avenue	8.891	3.262	5.629	-	0.390	-	-
Hillsboro Blvd / Natura Blvd	10.022	3.706	6.316	-	0.390	-	-
Single-vehicle							
Hillsboro Blvd / SW 12th Avenue	0.384	0.077	0.308	-	0.360	-	-
Hillsboro Blvd / Natura Blvd	0.421	0.082	0.339	-	0.360	-	-
COMBINED (sum of column)	28.588	9.380	19.207	-	--	--	-

Hillsboro Blvd Build 3							
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials							
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes,** $N_{observed}$ (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency, N**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	1.460	0.377	1.082	-	1.320	-	-
Hillsboro Blvd SB Off Ramp to NB Off Ramp	3.468	0.892	2.575	-	1.320	-	-
Hillsboro Blvd NB Off Ramp to Natura Blvd	3.322	0.856	2.467	-	1.320	-	-
Single-vehicle							
Hillsboro Blvd SW 12th Avenue to SB Off Ramp	0.116	0.024	0.092	-	0.860	-	-
Hillsboro Blvd SB Off Ramp to NB Off Ramp	0.261	0.054	0.207	-	0.860	-	-
Hillsboro Blvd NB Off Ramp to Natura Blvd	0.252	0.052	0.200	-	0.860	-	-
INTERSECTIONS							
Multiple-vehicle							
Hillsboro Blvd / SW 12th Avenue	8.907	3.268	5.638	-	0.390	-	-
Hillsboro Blvd / Natura Blvd	10.039	3.713	6.326	-	0.390	-	-
Single-vehicle							
Hillsboro Blvd / SW 12th Avenue	0.385	0.077	0.308	-	0.360	-	-
Hillsboro Blvd / Natura Blvd	0.421	0.082	0.339	-	0.360	-	-
COMBINED (sum of column)	28.631	9.396	19.235	-	--	--	-

Sample Road No-Build and Build												
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials												
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$ (crashes/year)**		**k Value**		**Weighted adjustment, w**		**Expected average crash frequency, $N_{expected}$**		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	FI	PDO	FI	PDO	FI	PDO	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment												
Sample Road Freeway Segment												
Multiple-Vehicle	80.740	19.918	60.822	112	209	0.073	0.069	0.190	0.070	198.460	61.110	137.350
Single-vehicle	10.381	2.566	7.816	21	25	0.043	0.062	0.750	0.410	26.033	7.579	18.454
Total	91.121	22.484	68.638	133	234	--	--	--	--	224.493	68.689	155.804
Ramp Speed Change Lane												
Merge Lanes												
SB Merge from EB Sample	4.556	1.551	3.005	11	9	0.040	0.040	0.850	0.730	7.580	2.980	4.600
NB Merge from EB Sample	6.364	2.120	4.244	15	29	0.040	0.040	0.800	0.660	17.280	4.640	12.640
SB Merge from WB Sample	6.694	2.272	4.422	17	26	0.040	0.040	0.790	0.650	17.260	5.320	11.940
NB Merge from WB Sample	5.457	1.745	3.712	4	7	0.040	0.040	0.830	0.690	6.850	2.120	4.730
Diverge Lanes												
NB Diverge to Sample Road	1.508	0.450	1.058	4	6	0.560	0.630	0.570	0.330	6.340	1.980	4.360
SB Diverge to Sample	2.328	0.665	1.663	0	4	0.560	0.630	0.470	0.240	3.750	0.310	3.440
Ramp Terminals												
NB Ramp Terminal	6.056	1.962	4.094	1	0	0.190	0.270	0.480	0.230	2.410	1.460	0.950
SB Ramp Terminal	5.640	1.803	3.837	0	1	0.190	0.270	0.500	0.240	2.590	0.900	1.690
COMBINED (sum of column)	129.724	35.052	94.673	185	316	--	--	--	--	288.553	88.399	200.154

SW 10th Street No-Build												
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials												
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$ (crashes/year)**		**k Value**		**Weighted adjustment, w**		**Expected average crash frequency, $N_{expected}$**		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	FI	PDO	FI	PDO	FI	PDO	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment												
SW 10th Street Freeway Segment												
Multiple-Vehicle	104.746	24.353	80.393	75	147	0.039	0.037	0.260	0.100	202.130	61.890	140.240
Single-vehicle	18.269	4.117	14.152	18	22	0.023	0.033	0.779	0.414	25.929	7.179	18.750
Total	123.015	28.470	94.546	93	169	--	--	--	--	228.059	69.069	158.990
Ramp Speed Change Lane												
Merge Lanes												
SB Merge from SW 10th Street	8.493	3.074	5.419	13	26	0.040	0.040	0.740	0.600	19.240	5.670	13.570
NB Merge from SW 10th Street	8.215	2.967	5.248	10	14	0.040	0.040	0.750	0.610	13.410	4.760	8.650
Diverge Lanes												
NB Diverge to SW 10th Street	2.448	0.696	1.752	17	24	0.560	0.630	0.460	0.230	28.350	9.490	18.860
Ramp Terminals												
NB Ramp Terminal	19.256	4.145	15.111	2	0	0.110	0.250	0.440	0.080	3.990	2.750	1.240
SB Off Ramp Terminal	20.008	7.223	12.785	2	6	0.090	0.140	0.350	0.160	10.880	3.810	7.070
SB On Ramp Terminal	9.494	2.607	6.887	2	3	0.190	0.270	0.410	0.150	5.840	2.250	3.590
COMBINED (sum of column)	190.929	49.182	141.747	139.000	242.000	--	--	--	--	309.769	97.799	211.970

SW 10th Street Build Options									
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials									
Collision type / Site type	**Build 1**			**Build 2**			**Build 3**		
	Predicted average crash frequency (crashes/year)			**Predicted average crash frequency (crashes/year)**			**Predicted average crash frequency (crashes/year)**		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment 1									
Multiple-Vehicle	104.284	27.763	76.521	100.538	26.939	73.599	101.000	27.036	73.964
Single-vehicle	18.189	4.451	13.738	17.895	4.394	13.501	17.939	4.403	13.536
Total	122.473	32.214	90.259	118.433	31.333	87.100	118.939	31.439	87.500
Freeway Segment 2									
Multiple-Vehicle	22.034	5.434	16.600	20.303	5.083	15.220	19.424	4.902	14.522
Single-vehicle	4.588	1.066	3.522	4.422	1.036	3.386	4.335	1.020	3.315
Total	26.622	6.500	20.122	24.725	6.119	18.606	23.759	5.922	17.837
Collector-Distributor Road									
SW 10th Street NB On-Ramp C-D Road	5.575	2.07	3.50	7.943	3.24	4.70	11.879	5.60	6.28
Ramp Terminals									
NB Ramp Terminal	29.934	11.60	18.33	33.668	12.75	20.92	39.331	14.57	24.76
SB Off/On Ramp Terminal	30.284	10.41	19.88	40.678	13.84	26.83	57.086	19.29	37.79
COMBINED (sum of column)	214.889	62.800	152.088	225.446	67.291	158.155	250.993	76.828	174.165

Hillsboro Blvd No-Build												
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials												
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$ (crashes/year)**		**k Value**		**Weighted adjustment, w**		**Expected average crash frequency, $N_{expected}$**		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	FI	PDO	FI	PDO	FI	PDO	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment												
Hillsboro Blvd Freeway Segment												
Multiple-Vehicle	82.943	20.748	62.195	115	222	0.064	0.060	0.210	0.090	305.060	96.140	208.920
Single-vehicle	11.098	2.504	8.594	16	21	0.038	0.055	0.780	0.415	21.319	5.472	15.847
Total	94.041	23.252	70.789	131	243	--	--	--	--	326.379	101.612	224.767
Ramp Speed Change Lane												
Merge Lanes												
SB Merge from WB Hillsboro Blvd	6.050	2.020	4.030	30	38	0.040	0.040	0.810	0.670	22.450	7.290	15.160
Diverge Lanes												
NB Diverge to EB Hillsboro Blvd	2.240	0.640	1.600	2	4	0.560	0.630	0.480	0.250	4.750	1.350	3.400
Ramp Terminals												
NB to EB Ramp Terminal*	14.640	6.650	7.990	--	--	--	--	--	--	14.640	6.650	7.990
SB Off Ramp Terminal	13.890	6.500	7.390	3	1	0.090	0.140	0.450	0.220	6.870	4.300	2.570
*The traffic signal at this ramp terminal was built in 2018. As such it did not exist during the period of the crash data and the EB Method can't be applied for the site												
COMBINED (sum of column)	130.861	39.062	91.799	166.000	286.000	--	--	--	--	375.089	121.202	253.887

Hillsboro Blvd Build Options									
Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials									
Collision type / Site type	Build 1			Build 2			Build 3		
	Predicted average crash frequency (crashes/year)			**Predicted average crash frequency (crashes/year)**			**Predicted average crash frequency (crashes/year)**		
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)
Freeway Segment 1									
Multiple-Vehicle	29.665	6.910	22.755	29.777	6.932	22.845	31.733	7.300	24.433
Single-vehicle	5.204	1.174	4.030	5.213	1.176	4.037	5.364	1.202	4.162
Total	34.869	8.084	26.785	34.990	8.107	26.883	37.098	8.502	28.595
Freeway Segment 2									
Multiple-Vehicle	32.501	8.538	23.963	34.593	8.986	25.606	38.624	9.835	28.788
Single-vehicle	6.865	1.695	5.170	7.060	1.733	5.327	7.419	1.802	5.617
Total	39.366	10.233	29.133	41.653	10.719	30.934	46.043	11.637	34.406
Ramp Speed Change Lane									
Merge Lanes									
SB Merge from Hillsboro Blvd	7.161	2.63	4.53	7.145	2.60	4.55	7.450	2.71	4.74
NB Merge From Hillsboro Blvd	4.856	1.12	3.74	4.870	1.12	3.75	5.080	1.17	3.91
Diverge Lanes									
NB Diverge to Hillsboro Blvd	1.450	0.43	1.02	1.452	0.43	1.02	1.500	0.45	1.05
SB Diverge to 10th Street	0.670	0.23	0.44	0.668	0.23	0.44	0.690	0.24	0.45
Connector-Distributor Road									
Hillsboro NB On-Ramp CD Road	1.270	0.45	0.82	1.260	0.45	0.81	1.240	0.44	0.80
Hillsboro SB On-Ramp CD Road	1.722	0.65	1.07	1.587	0.59	1.00	1.610	0.60	1.01
Ramp Terminals									
NB Off Ramp Terminal	20.990	9.45	11.54	21.019	9.41	11.61	21.190	9.49	11.70
SB Off Ramp Terminal	13.950	6.52	7.43	14.177	6.64	7.54	14.190	6.64	7.55
COMBINED (sum of column)	**126.303**	**39.792**	**86.511**	**128.822**	**40.297**	**88.525**	**136.090**	**41.879**	**94.211**

CRASH MODIFICATION FACTORS CLEARINGHOUSE

Search Results

There were 106 CMFs returned for your search on "**4 to 6**". [modify your search].

Having trouble deciding between similar CMFs? Use our comparison tool or Check out our FAQs.

Overwhelmed by too many results? See our Search Tips.

- Star Quality Rating
  - 1 (0)
  - 2 (16)
  - 3 (53)
  - 4 (28)
  - 5 (4)
- Country
  - U.S. & Canada (96)
  - International (10)
- Crash Type
- Crash Severity
- Roadway Type
- Area Type
- Intersection Type
- Intersection Geometry
- Traffic Control
- In HSM

Filter Results

Results Control: Collapse All | Expand All

Click on the links below to expand individual categories.

Category: Access management (10)

Category: Delineation (30)

Category: Interchange design (2)

Category: Roadside (5)

Category: Roadway (24)

Subcategory: Number of lanes (21)

Countermeasure: Increase from 4 lanes to 6 lanes

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.85	15	★★★★☆	All	All	Urban	Park et al., 2015	
☐	0.847	15.3	★★★★☆	All	All	Urban	Park et al., 2015	CMF after 2nd year of ... [*read more*]
☐	0.798	20.2	★★★★☆	All	All	Urban	Park et al., 2015	CMF after 3rd year of ... [*read more*]
☐	0.802	19.8	★★★★☆	All	All	Urban	Park et al., 2015	CMF after 4th year of ... [*read more*]
☐	0.761	23.9	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	
☐	0.755	24.5	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	CMF after 2nd year of ... [*read more*]
☐	0.696	30.4	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	CMF after 3rd year of ... [*read more*]

☐	0.702	29.8	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	CMF after 4th year of … [*read more*]
☐	0.809	19.1	★★★★☆	All	All	Urban	Park et al., 2015	LOS change from E (4 … [*read more*]
☐	0.657	34.3	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	LOS change from E (4 … [*read more*]
☐	0.737	26.3	★★★★☆	All	All	Urban	Park et al., 2015	Shoulder width of 6 feet … [*read more*]
☐	0.702	29.8	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	Shoulder width of 6 feet … [*read more*]
☐	0.901	9.9	★★★☆☆	All	All	Urban	Park et al., 2015	CMF after 1st year of … [*read more*]
☐	0.841	15.9	★★★☆☆	All	K,A,B,C	Urban	Park et al., 2015	CMF after 1st year of … [*read more*]
☐	0.853	14.7	★★★☆☆	All	All	Urban	Park et al., 2015	LOS change from E (4 … [*read more*]
☐	0.918	8.2	★★★☆☆	All	All	Urban	Park et al., 2015	LOS change from D (4 … [*read more*]
☐	0.742	25.8	★★★☆☆	All	K,A,B,C	Urban	Park et al., 2015	LOS change from E (4 … [*read more*]
☐	0.868	13.2	★★★☆☆	All	K,A,B,C	Urban	Park et al., 2015	LOS change from D (4 … [*read more*]
☐	0.916	8.4	★★★☆☆	All	All	Urban	Park et al., 2015	Shoulder width of 4 feet … [*read more*]
☐	0.807	19.3	★★★☆☆	All	K,A,B,C	Urban	Park et al., 2015	Shoulder width of 4 feet … [*read more*]
☐	1.25	-25	★★☆☆☆	All	All	Urban	Kononov et al., 2008	

Compare Reset Compare

**NOTE: You can compare CMFs across countermeasures, subcategories, and categories.*

Subcategory: Lane width (3)

Category: Shoulder treatments (25)

Category: Speed management (10)

Search Results Without Star Ratings

There were no CMFs returned for the search that do not have star ratings.

Export All Results To Excel

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

For more information, contact Karen Scurry at karen.scurry@dot.gov

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

Study Details

Study Title: Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions

Authors: Park et al.

Publication Date: MAR, 2015

Abstract: Since a crash modification factor (CMF) represents the overall safety performance of specific treatments in a single fixed value, there is a need to explore the variation of CMFs with different roadway characteristics among treated sites over time. Therefore, in this study, we (1) evaluate the safety performance of a sample of urban four-lane roadway segments that have been widened with one through lane in each direction and (2) determine the relationship between the safety effects and different roadway characteristics over time. Observational before-after analysis with the empirical Bayes (EB) method was assessed in this study to evaluate the safety effects of widening urban four-lane roadways to six-lanes. Moreover, the nonlinearizing link functions were utilized to achieve better performance of crash modification functions (CMFunctions). The CMFunctions were developed using a Bayesian regression method including the estimated nonlinearizing link function to incorporate the changes in safety effects of the treatment over time. Data was collected for urban arterials in Florida, and the Florida-specific full SPFs were developed and used for EB estimation. The results indicated that the conversion of four-lane roadways to six-lane roadways resulted in a crash reduction of 15 percent for total crashes, and 24 percent for injury crashes on urban roadways. The results show that the safety effects vary across the sites with different roadway characteristics. In particular, LOS changes, time changes, and shoulder widths are significant parameters that affect the variation of CMFs. Moreover, it was found that narrowing shoulder and median widths to make space for an extra through lane shows a negative safety impact. It was also found that including the nonlinearizing link functions in developing CMFunctions shows more reliable estimates, if the variation of CMFs with specific parameters has a nonlinear relationship. The findings provide insights into the selection of roadway sites for adding through lanes.

Study Citation: Park, J., M. Abdel-Aty, J. Wang, and C. Lee. "Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions". Accident Analysis and Prevention, Vol. 79, (2015) pp. 80-87.

CMFs Associated With This Study

Category: Roadway

Countermeasure: Increase from 4 lanes to 6 lanes

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Roadway Type	Area Type
0.85	15	★★★★★	All	All	Not specified	Urban
0.901	9.9	★★★☆☆	All	All	Not specified	Urban
0.847	15.3	★★★★☆	All	All	Not specified	Urban
0.798	20.2	★★★★☆	All	All	Not specified	Urban
0.802	19.8	★★★★☆	All	All	Not specified	Urban
0.761	23.9	★★★★☆	All	K,A,B,C	Not specified	Urban
0.841	15.9	★★★☆☆	All	K,A,B,C	Not specified	Urban
0.755	24.5	★★★★☆	All	K,A,B,C	Not specified	Urban
0.696	30.4	★★★★☆	All	K,A,B,C	Not specified	Urban

0.702	29.8	★★★★☆	All	K,A,B,C	Not specified	Urban
0.809	19.1	★★★★☆	All	All	Not specified	Urban
0.853	14.7	★★★☆☆	All	All	Not specified	Urban
0.918	8.2	★★★☆☆	All	All	Not specified	Urban
0.657	34.3	★★★★☆	All	K,A,B,C	Not specified	Urban
0.742	25.8	★★★☆☆	All	K,A,B,C	Not specified	Urban
0.868	13.2	★★★☆☆	All	K,A,B,C	Not specified	Urban
0.916	8.4	★★★☆☆	All	All	Not specified	Urban
0.807	19.3	★★★☆☆	All	K,A,B,C	Not specified	Urban
0.737	26.3	★★★★☆	All	All	Not specified	Urban
0.702	29.8	★★★★☆	All	K,A,B,C	Not specified	Urban

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State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93222000 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 from Hillsboro Blvd to Palmetto Park Road M.P. 25.013 TO 1.354 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
828801200	1	25.162	03/21/12	Wed	1559	Sideswipe	0	0	1	Day	Dry	#N/A
832022700	2	25.162	10/01/12	Mon	1403	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
828813660	3	0.040	08/10/12	Fri	2044	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
832047000	4	0.040	09/14/12	Fri	1940	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
828613930	2	0.054	02/08/12	Wed	0640	Sideswipe	0	0	1	Night	Dry	#N/A
819681720	6	0.290	08/25/12	Sat	0039	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
828529220	7	0.340	01/26/12	Thu	0750	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
829078980	1	0.350	05/29/12	Tue	1801	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
828747670	2	0.540	04/24/12	Tue	1420	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
831784250	3	0.540	09/23/12	Sun	0940	Other Non-Collision	0	1	0	Day	Wet	Failed To Keep In Proper Lane
831989050	4	0.540	12/16/12	Sun	2130	Overturn/Rollover	0	1	0	Night	Wet	Other Contributing Action
831988810	3	0.540	10/28/12	Sun	0435	Concrete Traffic Barrier	0	1	0	Night	Dry	Other Contributing Action
831877980	4	0.540	10/11/12	Thu	1616	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
72571090	5	0.540	08/03/12	Fri	1150	Other Non-Fixed Object	0	1	0	Day	Dry	No Contributing Action
828747170	6	0.540	01/17/12	Tue	1605	Rear-End	0	1	0	Night	Dry	No Contributing Action
829107120	5	0.540	04/24/12	Tue	1512	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
831823740	6	0.540	09/23/12	Sun	0902	Angle	0	0	1	Day	Dry	No Contributing Action
831817810	9	0.790	07/20/12	Fri	0832	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
820586710	19	1.040	01/10/12	Tue	1215	Concrete Traffic Barrier	1	0	0	Day	Dry	Other Contributing Action
828747060	20	1.040	05/22/12	Tue	1852	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
829107480	21	1.040	06/23/12	Sat	2305	Sideswipe	0	0	1	Night	Wet	#N/A
832016410	22	1.040	09/27/12	Thu	0653	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
832047070	23	1.040	10/01/12	Mon	1815	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
832244430	7	1.040	11/21/12	Wed	1754	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
828671350	8	1.040	02/02/12	Thu	1835	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
828830560	26	1.040	04/16/12	Mon	0851	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
831988620	27	1.040	09/11/12	Tue	1720	Rear-End	0	0	1	Day	Dry	#N/A
832574400	28	1.040	12/13/12	Thu	1037	Jackknife	0	1	0	Day	Wet	Swerved Or Avoided
831726550	9	1.240	10/23/12	Tue	1226	Concrete Traffic Barrier	0	1	0	Day	Dry	Careless or Negligent Manner
828659150	10	1.240	07/26/12	Thu	1730	Rear-End	0	3	0	Day	Dry	Other Contributing Action
832265170	11	1.240	10/10/12	Wed	0859	Rear-End	0	1	0	Day	Dry	#N/A
831642140	32	1.290	09/22/12	Sat	1434	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
828671690	33	1.290	03/25/12	Sun	1603	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
832353630	34	1.290	12/21/12	Fri	0127	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
828671290	35	1.290	01/24/12	Tue	1647	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
828671300	36	1.290	01/24/12	Tue	1741	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
829121350	37	1.290	08/08/12	Wed	0933	Sideswipe	0	0	1	Day	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93222000 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 from Hillsboro Blvd to Palmetto Park Road M.P. 25.013 TO 1.354 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
831527890	38	1.290	08/20/12	Mon	0750	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
831527900	39	1.290	08/20/12	Mon	0825	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
832016520	40	1.290	10/04/12	Thu	0946	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
831642170	41	1.290	10/08/12	Mon	1741	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
832340750	42	1.290	10/22/12	Mon	0825	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
828671770	43	1.290	04/01/12	Sun	1445	Not Coded	0	0	1	Day	Dry	Other Contributing Action
832504950	44	1.290	12/14/12	Fri	1718	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
828555850	45	1.340	02/21/12	Tue	1802	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
828659160	46	1.340	07/26/12	Thu	1745	Rear-End	0	2	0	Day	Dry	Other Contributing Action
836760550	47	25.041	11/12/13	Tue	0843	Rear-End	0	0	1	Day	Dry	Other Contributing Action
832870770	48	0.100	04/23/13	Tue	1457	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
833314200	49	0.282	09/02/13	Mon	1835	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
837091690	50	0.490	11/08/13	Fri	1631	Rear-End	0	0	1	Day	Wet	Followed too Closely
820034720	51	0.540	05/12/13	Sun	0355	Other Fixed Object	1	0	0	Night	Dry	Failed To Keep In Proper Lane
836565490	52	0.540	09/29/13	Sun	0233	Overturn/Rollover	0	2	0	Night	Dry	Swerved Or Avoided
833152830	53	0.540	05/18/13	Sat	1450	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
832710060	54	0.540	07/18/13	Thu	0841	Rear-End	0	0	1	Day	Wet	No Contributing Action
836730600	55	0.650	09/23/13	Mon	0805	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
832671670	56	1.040	04/26/13	Fri	1134	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
836886360	57	1.040	09/29/13	Sun	0945	Concrete Traffic Barrier	0	0	1	Day	Dry	Over-Correcting/Over-Steering
832671560	58	1.040	04/12/13	Fri	1238	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
832875560	59	1.040	04/08/13	Mon	1018	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
833125660	60	1.040	06/13/13	Thu	1340	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
832716860	61	1.040	03/01/13	Fri	1230	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
836427790	62	1.040	08/07/13	Wed	0805	Other Non-Fixed Object	0	1	0	Day	Dry	No Contributing Action
832428310	63	1.290	03/23/13	Sat	1452	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
833125750	64	1.290	07/09/13	Tue	1430	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
832876110	65	1.290	09/04/13	Wed	0720	Not Coded	0	0	1	Day	Wet	Drove too Fast for Conditions
836921920	66	1.290	10/21/13	Mon	0843	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
837190260	67	1.290	11/21/13	Thu	1445	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
832602950	68	1.290	04/09/13	Tue	0846	Rear-End	0	1	0	Day	Dry	Other Contributing Action
836768890	69	1.290	11/26/13	Tue	2203	Sideswipe	0	0	1	Night	Dry	#N/A
833061670	70	1.340	07/16/13	Tue	1810	Rear-End	0	2	0	Day	Dry	Other Contributing Action
837086880	71	1.340	12/05/13	Thu	0920	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
833360790	72	1.351	05/29/13	Wed	1400	Not Coded	0	0	1	Day	Wet	#N/A
836591300	73	1.351	08/11/13	Sun	0427	Not Coded	0	0	1	Night	Dry	No Contributing Action
837335230	74	1.351	12/23/13	Mon	0110	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93222000 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 from Hillsboro Blvd to Palmetto Park Road M.P. 25.013 TO 1.354 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
838173840	75	25.041	07/04/14	Fri	1347	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
837225670	76	25.041	03/10/14	Mon	1300	Angle	0	1	0	Day	Dry	Other Contributing Action
837517150	77	25.041	04/15/14	Tue	0801	Rear-End	0	0	1	Day	Dry	Other Contributing Action
837887730	78	0.240	08/05/14	Tue	1759	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
845009850	79	0.540	09/12/14	Fri	0455	Concrete Traffic Barrier	0	2	0	Night	Wet	Drove too Fast for Conditions
844915020	80	0.540	10/28/14	Tue	1732	Rear-End	0	0	1	Day	Dry	Followed too Closely
838080000	81	0.540	05/13/14	Tue	1730	Rear-End	0	0	1	Day	Dry	Other Contributing Action
837960860	82	0.540	04/26/14	Sat	0315	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
838080150	83	0.540	06/13/14	Fri	1700	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
838179750	84	0.540	06/20/14	Fri	0755	Not Coded	0	3	0	Day	Dry	Other Contributing Action
837961380	85	0.540	09/06/14	Sat	0950	Sideswipe	0	0	1	Day	Dry	Improper Passing
837707040	86	0.790	03/21/14	Fri	1733	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
836887030	87	1.040	03/02/14	Sun	1235	Concrete Traffic Barrier	0	1	0	Day	Dry	Over-Correcting/Over-Steering
844985040	88	1.040	11/26/14	Wed	1128	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
837092170	89	1.040	02/28/14	Fri	1540	Sideswipe	0	0	1	Day	Dry	No Contributing Action
844929680	90	1.040	10/12/14	Sun	0252	Not Coded	0	5	0	Night	Dry	Careless or Negligent Manner
838109200	91	1.040	10/15/14	Wed	1700	Rear-End	0	1	0	Night	Wet	Followed too Closely
837190830	92	1.040	06/13/14	Fri	1640	Sideswipe	0	0	1	Day	Wet	#N/A
838156300	93	1.040	07/23/14	Wed	1010	Head-On	0	2	0	Day	Wet	No Contributing Action
837887690	94	1.040	08/01/14	Fri	1732	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
838080020	95	1.040	05/16/14	Fri	1730	Rear-End	0	0	1	Day	Dry	No Contributing Action
844830530	96	1.040	10/01/14	Wed	1850	Rear-End	0	0	1	Day	Dry	Other Contributing Action
844830540	97	1.040	10/01/14	Wed	1850	Rear-End	0	0	1	Day	Dry	Other Contributing Action
845324510	98	1.040	11/17/14	Mon	1835	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
844972840	99	1.040	12/04/14	Thu	0800	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
844790380	100	1.048	07/23/14	Wed	1042	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
837887680	101	1.120	08/01/14	Fri	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837398110	102	1.140	03/24/14	Mon	1845	Sideswipe	0	0	1	Night	Wet	#N/A
844929770	103	1.140	10/12/14	Sun	0255	Not Coded	0	3	0	Night	Dry	Other Contributing Action
837887500	104	1.180	07/11/14	Fri	1745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
838156250	105	1.240	07/10/14	Thu	0018	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
837736800	106	1.240	05/05/14	Mon	1038	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
837570410	107	1.240	05/14/14	Wed	0850	Head-On	0	1	0	Day	Wet	Drove too Fast for Conditions
829068470	108	1.256	01/08/14	Wed	2131	Concrete Traffic Barrier	0	0	1	Night	Wet	Drove too Fast for Conditions
844955170	109	1.256	08/28/14	Thu	1024	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
844790430	110	1.256	08/07/14	Thu	1115	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
838112380	111	1.290	07/17/14	Thu	0748	Other Non-Collision	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93222000 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 from Hillsboro Blvd to Palmetto Park Road M.P. 25.013 TO 1.354 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
845169960	112	1.290	11/22/14	Sat	1219	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845324570	113	1.290	11/26/14	Wed	1209	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837575690	114	1.290	05/22/14	Thu	0000	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
838128000	115	1.290	08/04/14	Mon	0942	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845017170	116	1.290	10/04/14	Sat	0200	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
845394490	117	1.290	11/24/14	Mon	0640	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
838112230	118	1.290	06/24/14	Tue	0830	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
819755270	119	1.290	10/28/14	Tue	1725	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845394550	120	1.290	12/04/14	Thu	1025	Rear-End	0	2	0	Day	Dry	Drove too Fast for Conditions
845170070	121	1.290	12/10/14	Wed	0829	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837736710	122	1.340	04/19/14	Sat	0030	Sideswipe	0	0	1	Night	Dry	#N/A
828862440	123	1.340	09/04/14	Thu	0800	Rear-End	0	0	1	Day	Wet	Followed too Closely
820114000	124	1.340	03/27/14	Thu	1657	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
844854970	125	1.351	10/26/14	Sun	0058	Pedestrian	1	0	0	Night	Dry	#N/A
837397910	126	1.351	02/14/14	Fri	2200	Concrete Traffic Barrier	0	0	1	Night	Dry	Over-Correcting/Over-Steering
837960950	127	1.351	05/06/14	Tue	0315	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
837583730	128	1.351	02/05/14	Wed	1715	Sideswipe	0	0	1	Day	Wet	Followed too Closely
837613410	129	1.351	06/13/14	Fri	1700	Rear-End	0	0	1	Day	Wet	No Contributing Action
837353130	130	1.351	11/26/14	Wed	1304	Sideswipe	0	0	1	Day	Wet	Careless or Negligent Manner
851147090	131	25.013	05/12/15	Tue	2356	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
851239760	132	25.162	06/21/15	Sun	0000	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
852014420	133	25.162	10/30/15	Fri	0426	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
845688480	134	0.040	02/21/15	Sat	2234	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
851169000	135	0.328	09/03/15	Thu	0240	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
851976560	136	0.340	12/16/15	Wed	2015	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
845105830	137	0.540	01/08/15	Thu	1245	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
845475890	138	0.540	03/06/15	Fri	0610	Sideswipe	0	0	1	Night	Dry	#N/A
848826130	139	0.540	03/15/15	Sun	1430	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
848862720	140	0.577	08/02/15	Sun	1050	Other Non-Collision	0	0	1	Day	Wet	Over-Correcting/Over-Steering
849005160	141	0.577	06/27/15	Sat	0610	Other Non-Collision	0	0	1	Night	Dry	No Contributing Action
851505120	142	0.577	11/02/15	Mon	1850	Rear-End	0	5	0	Night	Dry	No Contributing Action
852486710	143	0.790	12/20/15	Sun	1432	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
851385550	144	0.877	09/10/15	Thu	0000	Sideswipe	0	0	1	Night	Dry	#N/A
851982380	145	0.972	12/11/15	Fri	1549	Sideswipe	0	0	1	Day	Dry	#N/A
851381880	146	0.977	08/27/15	Thu	1725	Rear-End	0	0	1	Day	Dry	Followed too Closely
851783750	147	1.040	11/15/15	Sun	2011	Concrete Traffic Barrier	0	2	0	Night	Dry	Other Contributing Action
848829800	148	1.040	07/17/15	Fri	1840	Rear-End	0	1	0	Night	Wet	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93222000 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 from Hillsboro Blvd to Palmetto Park Road M.P. 25.013 TO 1.354 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
820626740	149	1.040	02/19/15	Thu	1735	Rear-End	0	0	1	Night	Dry	Followed too Closely
845475860	150	1.040	03/02/15	Mon	0900	Sideswipe	0	0	1	Day	Dry	#N/A
845325700	151	1.040	03/03/15	Tue	1600	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
851783760	152	1.040	11/17/15	Tue	1736	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
848830900	153	1.040	03/18/15	Wed	1600	Rear-End	0	0	1	Day	Dry	No Contributing Action
852541520	154	1.067	12/29/15	Tue	1014	Rear-End	0	0	1	Day	Dry	Followed too Closely
851373470	155	1.077	11/16/15	Mon	0300	Other Non-Collision	0	0	1	Night	Dry	Other Contributing Action
851107600	156	1.077	05/18/15	Mon	0939	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
833148500	157	1.077	08/17/15	Mon	0918	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
851107640	158	1.077	05/27/15	Wed	0728	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
848826830	159	1.077	10/11/15	Sun	1845	Angle	0	2	0	Day	Wet	No Contributing Action
851307120	160	1.077	06/01/15	Mon	0842	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
851505130	161	1.077	11/04/15	Wed	1750	Rear-End	0	0	1	Night	Dry	No Contributing Action
851385830	162	1.077	11/25/15	Wed	1426	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848973800	163	1.104	04/12/15	Sun	0134	Ditch	0	1	0	Night	Dry	No Contributing Action
851994480	164	1.177	11/11/15	Wed	1750	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
851976090	165	1.240	09/17/15	Thu	0325	Concrete Traffic Barrier	0	1	0	Night	Wet	Other Contributing Action
845328070	166	1.256	02/13/15	Fri	1920	Rear-End	0	0	1	Night	Dry	#N/A
848841260	167	1.277	04/01/15	Wed	2155	Concrete Traffic Barrier	0	1	0	Night	Dry	Failed To Keep In Proper Lane
849005240	168	1.277	07/05/15	Sun	0940	Angle	0	4	0	Day	Dry	Careless or Negligent Manner
845688470	169	1.290	02/21/15	Sat	0450	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
845326610	170	1.290	02/08/15	Sun	0537	Head-On	0	0	1	Night	Dry	Careless or Negligent Manner
845620720	171	1.290	01/10/15	Sat	1500	Rear-End	0	0	1	Day	Dry	No Contributing Action
848841100	172	1.290	12/03/15	Thu	1750	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
848826200	173	1.327	04/03/15	Fri	1830	Sideswipe	0	0	1	Day	Dry	No Contributing Action
845688850	174	1.327	05/29/15	Fri	1719	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
848826230	175	1.327	04/08/15	Wed	1635	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
848862490	176	1.327	05/13/15	Wed	0810	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
851917460	177	1.327	12/21/15	Mon	1750	Rear-End	0	1	0	Night	Dry	No Contributing Action
851917470	178	1.327	12/22/15	Tue	1703	Rear-End	0	0	1	Night	Dry	No Contributing Action
845324250	179	1.340	02/04/15	Wed	1642	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848687530	180	1.340	02/19/15	Thu	1618	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
845324280	181	1.340	02/09/15	Mon	1401	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
845445050	182	1.350	04/06/15	Mon	0847	Rear-End	0	0	1	Day	Dry	No Contributing Action
851982480	183	1.351	12/29/15	Tue	1809	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
853184290	184	25.162	07/28/16	Thu	0900	Rear-End	0	1	0	Day	Dry	No Contributing Action
853512210	185	0.040	07/15/16	Fri	1925	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93222000 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 from Hillsboro Blvd to Palmetto Park Road M.P. 25.013 TO 1.354 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
852795500	186	0.263	05/08/16	Sun	0153	Rear-End	0	0	1	Night	Dry	No Contributing Action
853489670	187	0.340	09/20/16	Tue	1855	Embankment	0	0	1	Night	Dry	Swerved Or Avoided
852540100	188	0.540	03/01/16	Tue	1820	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
853671320	189	0.540	11/08/16	Tue	1716	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
854231490	190	0.540	11/30/16	Wed	1800	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
853796650	191	0.540	12/13/16	Tue	1745	Rear-End	0	0	1	Night	Dry	Followed too Closely
853532080	192	0.540	10/20/16	Thu	1400	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
853986360	193	0.540	09/23/16	Fri	1703	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
853124220	194	0.577	05/25/16	Wed	0822	Sideswipe	0	0	1	Day	Dry	#N/A
853330790	195	0.790	07/11/16	Mon	2343	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
853330580	196	0.827	06/10/16	Fri	1802	Not Coded	0	0	1	Day	Wet	Careless or Negligent Manner
853468050	197	1.040	08/13/16	Sat	0015	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
853096670	198	1.040	05/31/16	Tue	0845	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
853330920	199	1.040	07/28/16	Thu	1434	Rear-End	0	0	1	Day	Dry	#N/A
854140200	200	1.040	10/18/16	Tue	0933	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
853446410	201	1.040	07/29/16	Fri	0759	Rear-End	0	0	1	Day	Dry	No Contributing Action
853796590	202	1.040	12/07/16	Wed	1738	Sideswipe	0	0	1	Night	Dry	Improper Passing
852541720	203	1.040	02/11/16	Thu	0745	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
853307950	204	1.077	06/11/16	Sat	0845	Rear-End	0	0	1	Day	Dry	#N/A
852393860	205	1.140	02/05/16	Fri	0845	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
853489680	206	1.140	09/21/16	Wed	1721	Sideswipe	0	1	0	Day	Dry	No Contributing Action
854290000	207	1.140	12/09/16	Fri	1610	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853073940	208	1.161	05/08/16	Sun	0123	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
837321470	209	1.202	07/29/16	Fri	0635	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853366180	210	1.240	07/13/16	Wed	1230	Sideswipe	0	0	1	Day	Dry	#N/A
853362460	211	1.290	08/03/16	Wed	1750	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
853986780	212	1.290	11/11/16	Fri	1811	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
852148590	213	1.290	02/01/16	Mon	1645	Rear-End	0	1	0	Day	Wet	No Contributing Action
838060750	214	1.290	08/30/16	Tue	0800	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
853749630	215	1.290	09/13/16	Tue	1710	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
853362280	216	1.290	07/05/16	Tue	1655	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
853331040	217	1.290	08/05/16	Fri	1649	Rear-End	0	0	1	Day	Dry	Other Contributing Action
853986440	218	1.290	09/30/16	Fri	1750	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
852792340	219	1.327	05/09/16	Mon	1130	Sideswipe	0	0	1	Day	Dry	#N/A
854501050	220	1.340	12/21/16	Wed	1815	Rear-End	0	0	1	Night	Dry	Followed too Closely
853618370	221	1.340	09/17/16	Sat	1115	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
853489340	222	1.340	07/27/16	Wed	0805	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93222000 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 from Hillsboro Blvd to Palmetto Park Road M.P. 25.013 TO 1.354 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
853489350	223	1.340	07/27/16	Wed	0805	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
853796350	224	1.340	11/04/16	Fri	1530	Sideswipe	0	0	1	Day	Dry	Improper Passing
853552950	225	1.351	09/15/16	Thu	0930	Rear-End	0	0	1	Day	Dry	Followed too Closely
852354300	226	1.351	03/28/16	Mon	1653	Rear-End	1	1	0	Day	Dry	Careless or Negligent Manner
852861590	227	1.351	04/28/16	Thu	1707	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	227	4	75	149	128	3	6	0	0	34	0	1	1	5	0	1
	Percent	1.76%	33.04%	65.64%	56.39%	1.32%	2.64%	0.00%	0.00%	14.98%	0.00%	0.44%	0.44%	2.20%	0.00%	0.44%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	155	72	45	182	19	0	0	0	5	0	0	0	0	0	0
	Percent	68.28%	31.72%	19.82%	80.18%	8.37%	0.00%	0.00%	0.00%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 193,543 SPOT CRASH RATE -0.028 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
832321340	1	25.062	12/05/12	Wed	1106	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
831937520	2	25.162	12/12/12	Wed	1456	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
828866100	3	25.162	05/21/12	Mon	2304	Rear-End	0	0	1	Night	Dry	No Contributing Action
831837550	4	25.162	12/17/12	Mon	1839	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
829079070	2	25.162	06/11/12	Mon	1715	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
832016640	6	25.162	11/15/12	Thu	0732	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
828800840	7	25.162	01/30/12	Mon	1651	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
828575230	1	25.162	02/01/12	Wed	1616	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
829078710	2	25.162	04/09/12	Mon	1835	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
828878460	3	25.162	04/26/12	Thu	1717	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
831482680	4	25.162	06/22/12	Fri	1614	Head-On	0	1	0	Day	Wet	Careless or Negligent Manner
832022730	3	25.162	10/02/12	Tue	1624	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
831877970	4	25.162	10/11/12	Thu	0751	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
831459130	5	25.162	08/15/12	Wed	1821	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
831879940	6	25.162	10/29/12	Mon	0015	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
829109520	5	25.262	08/21/12	Tue	0745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
828295280	6	25.334	01/05/12	Thu	1817	Rear-End	0	0	1	Day	Dry	No Contributing Action
829107680	9	0.040	08/23/12	Thu	1705	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
829107730	19	0.040	09/05/12	Wed	1807	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
832047670	20	0.040	12/27/12	Thu	1832	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
831878390	21	0.100	11/29/12	Thu	1801	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
829079060	22	0.100	06/07/12	Thu	1725	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
828614110	23	0.159	06/22/12	Fri	1259	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
831526720	7	0.240	06/22/12	Fri	1250	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
831526710	8	0.240	06/22/12	Fri	1250	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
828683430	26	0.350	02/25/12	Sat	1748	Concrete Traffic Barrier	0	0	1	Night	Dry	#N/A
831878240	27	0.350	11/19/12	Mon	1700	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
832016890	28	0.350	12/29/12	Sat	1055	Rear-End	0	0	1	Day	Dry	No Contributing Action
828189790	9	0.540	01/29/12	Sun	0012	Angle	0	0	1	Night	Dry	Over-Correcting/Over-Steering
831947310	10	0.540	12/05/12	Wed	1813	Rear-End	0	0	1	Night	Dry	#N/A
831603430	11	0.540	08/23/12	Thu	1800	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
832047330	32	0.540	11/02/12	Fri	1622	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
829121060	33	0.650	06/13/12	Wed	0739	Rear-End	0	1	0	Day	Dry	Other Contributing Action
832244460	34	0.790	11/27/12	Tue	1812	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
828801110	35	0.790	03/13/12	Tue	1732	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
828683580	36	0.850	04/12/12	Thu	1656	Rear-End	0	0	1	Day	Dry	#N/A
828813550	37	0.850	06/01/12	Fri	2304	Rear-End	0	0	1	Night	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
831770430	38	1.040	10/26/12	Fri	0413	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
832244450	39	1.040	11/27/12	Tue	1542	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
831964350	40	1.040	12/11/12	Tue	1005	Concrete Traffic Barrier	0	1	0	Day	Dry	Swerved Or Avoided
829121340	41	1.040	08/08/12	Wed	0617	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
828242230	42	1.040	01/19/12	Thu	1604	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
828242570	43	1.040	04/12/12	Thu	1645	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
831603280	44	1.040	07/22/12	Sun	1724	Sideswipe	0	1	0	Day	Wet	Failed To Keep In Proper Lane
832047230	45	1.040	10/24/12	Wed	1641	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
819764960	46	1.040	10/02/12	Tue	1745	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
828659010	47	1.077	03/20/12	Tue	1615	Rear-End	0	3	0	Day	Dry	No Contributing Action
828555920	48	1.140	02/26/12	Sun	1656	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
832524830	49	1.150	12/11/12	Tue	1605	Rear-End	0	0	1	Day	Dry	Other Contributing Action
828974350	50	1.290	04/22/12	Sun	0112	Sideswipe	0	2	0	Night	Wet	No Contributing Action
828242370	51	1.290	03/07/12	Wed	1447	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
832686640	52	24.994	01/21/13	Mon	1248	Rear-End	0	0	1	Day	Dry	Improper Passing
819789290	53	24.999	09/23/13	Mon	1710	Angle	0	5	0	Day	Wet	Drove too Fast for Conditions
831671960	54	25.013	06/07/13	Fri	2258	Angle	0	0	1	Night	Wet	Swerved Or Avoided
837091780	55	25.092	11/16/13	Sat	1720	Rear-End	0	0	1	Night	Dry	No Contributing Action
836735420	56	25.135	10/12/13	Sat	0433	Sideswipe	0	0	1	Night	Dry	#N/A
837091990	57	25.135	12/20/13	Fri	1540	Rear-End	0	1	0	Day	Dry	Followed too Closely
832709820	58	25.162	04/02/13	Tue	0028	Rear-End	0	0	1	Night	Dry	Other Contributing Action
833153200	59	25.162	07/31/13	Wed	1704	Not Coded	0	2	0	Day	Dry	Careless or Negligent Manner
833153220	60	25.162	08/05/13	Mon	1632	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
832731100	61	25.162	02/20/13	Wed	0753	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
819789010	62	25.162	03/13/13	Wed	0740	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
832870630	63	25.162	04/03/13	Wed	1735	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
819789090	64	25.162	06/26/13	Wed	0725	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
836898610	65	25.162	10/07/13	Mon	1700	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
832586060	66	25.162	02/14/13	Thu	1414	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
819755080	67	25.162	11/22/13	Fri	1900	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
836427700	68	0.040	07/18/13	Thu	0143	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
837397620	69	0.040	12/30/13	Mon	1740	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
836554850	70	0.040	11/22/13	Fri	1430	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
833313990	71	0.284	07/04/13	Thu	1800	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
832686680	72	0.350	01/24/13	Thu	1002	Rear-End	0	0	1	Day	Dry	Other Contributing Action
832016980	73	0.540	02/10/13	Sun	0734	Concrete Traffic Barrier	0	2	0	Day	Dry	Careless or Negligent Manner
833061590	74	0.540	07/04/13	Thu	1635	Fence	0	2	0	Day	Dry	Exceed Posted Speed

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
832226880	75	0.540	03/15/13	Fri	0038	Concrete Traffic Barrier	0	0	1	Night	Dry	Ran Off Roadway
832952710	76	0.540	07/05/13	Fri	0138	Concrete Traffic Barrier	0	0	1	Night	Wet	#N/A
833125550	77	0.540	05/05/13	Sun	0500	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
832601270	78	0.540	01/02/13	Wed	1900	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
831964510	79	0.540	01/03/13	Thu	0720	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
833178170	80	0.540	05/16/13	Thu	0255	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
833125590	81	0.540	05/30/13	Thu	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
832295040	82	0.540	05/02/13	Thu	1500	Rear-End	0	0	1	Day	Wet	No Contributing Action
832709500	83	0.550	01/08/13	Tue	0707	Angle	0	1	0	Day	Wet	Failed To Keep In Proper Lane
832870760	84	0.650	04/22/13	Mon	1853	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
832353760	85	1.040	02/15/13	Fri	2039	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
836965840	86	1.040	11/27/13	Wed	1250	Other Non-Collision	0	2	0	Day	Dry	No Contributing Action
833212970	87	1.040	07/10/13	Wed	0321	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
832671620	88	1.040	04/19/13	Fri	0850	Other Non-Fixed Object	0	0	1	Day	Dry	#N/A
836921890	89	1.040	10/19/13	Sat	0851	Sideswipe	0	1	0	Day	Dry	No Contributing Action
832602300	90	1.040	02/15/13	Fri	1437	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
832601470	91	1.040	01/22/13	Tue	1635	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
833152800	92	1.040	05/06/13	Mon	1800	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
833212770	93	1.040	05/07/13	Tue	0811	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
833240640	94	1.040	06/21/13	Fri	1639	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
832710150	95	1.040	07/17/13	Wed	1201	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
837234870	96	1.040	12/10/13	Tue	1758	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
833061480	97	1.240	05/22/13	Wed	1750	Rear-End	0	3	0	Day	Wet	Other Contributing Action
832717170	98	1.240	09/18/13	Wed	1320	Sideswipe	0	0	1	Day	Dry	#N/A
832710140	99	1.240	07/17/13	Wed	0851	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
836459620	100	1.275	11/05/13	Tue	1644	Rear-End	0	0	1	Day	Dry	#N/A
833212960	101	1.290	07/10/13	Wed	0208	Guardrail Face	0	0	1	Night	Wet	No Contributing Action
836427710	102	1.290	07/18/13	Thu	0304	Guardrail Face	0	0	1	Night	Wet	#N/A
833213400	103	1.290	09/18/13	Wed	0745	Concrete Traffic Barrier	0	0	1	Day	Wet	Careless or Negligent Manner
836922170	104	1.290	12/07/13	Sat	0050	Concrete Traffic Barrier	0	1	0	Night	Dry	No Contributing Action
832602790	105	1.290	02/12/13	Tue	0817	Rear-End	0	0	1	Day	Dry	Other Contributing Action
820587250	106	25.041	01/08/14	Wed	0744	Rear-End	0	0	1	Day	Wet	Other Contributing Action
837965040	107	25.062	04/18/14	Fri	1455	Concrete Traffic Barrier	0	1	0	Day	Dry	Over-Correcting/Over-Steering
844830440	108	25.088	09/24/14	Wed	1700	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
838163360	109	25.162	05/31/14	Sat	1629	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
838122580	110	25.162	07/17/14	Thu	1639	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837217610	111	25.162	01/18/14	Sat	1754	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
837707200	112	25.162	04/13/14	Sun	0016	Rear-End	0	0	1	Night	Dry	#N/A
845015060	113	25.162	11/14/14	Fri	1650	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
844931510	114	25.162	12/10/14	Wed	1540	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837235100	115	25.162	01/21/14	Tue	1636	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
837296700	116	25.162	02/10/14	Mon	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837450890	117	25.162	04/13/14	Sun	0010	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
837707550	118	25.162	05/19/14	Mon	1728	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
838109270	119	25.162	10/21/14	Tue	1708	Rear-End	0	1	0	Day	Wet	Followed too Closely
828245570	120	25.162	10/30/14	Thu	0724	Head-On	0	0	1	Day	Dry	Careless or Negligent Manner
838361080	121	25.162	09/10/14	Wed	1656	Rear-End	0	1	0	Day	Dry	#N/A
837217700	122	0.100	02/05/14	Wed	1725	Rear-End	0	0	1	Day	Wet	#N/A
845009970	123	0.159	09/24/14	Wed	0600	Concrete Traffic Barrier	0	0	1	Night	Wet	#N/A
837602410	124	0.267	05/27/14	Tue	1750	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
838156380	125	0.324	07/31/14	Thu	1607	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
844848130	126	0.328	10/23/14	Thu	1442	Not Coded	0	0	1	Day	Wet	Careless or Negligent Manner
838156390	127	0.336	07/31/14	Thu	1654	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
845324110	128	0.340	12/30/14	Tue	1502	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
837216210	129	0.350	03/14/14	Fri	0729	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
838155870	130	0.540	09/30/14	Tue	1648	Concrete Traffic Barrier	0	0	1	Day	Dry	Swerved Or Avoided
838079960	131	0.540	05/09/14	Fri	1628	Rear-End	0	0	1	Day	Dry	Other Contributing Action
838109500	132	0.540	12/08/14	Mon	1902	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
837190610	133	0.540	05/13/14	Tue	1700	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
837190730	134	0.540	05/22/14	Thu	1805	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
845325170	135	0.540	11/04/14	Tue	1555	Rear-End	0	0	1	Day	Dry	#N/A
837887600	136	0.640	07/23/14	Wed	1300	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
837887290	137	0.640	05/20/14	Tue	1447	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
833411870	138	0.855	06/17/14	Tue	2126	Head-On	0	2	0	Night	Wet	Failed To Keep In Proper Lane
837736790	139	0.940	05/05/14	Mon	0920	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
837914840	140	1.040	05/15/14	Thu	0315	Guardrail Face	0	0	1	Night	Wet	Careless or Negligent Manner
838080290	141	1.040	06/28/14	Sat	1653	Guardrail Face	0	2	0	Day	Dry	No Contributing Action
845324750	142	1.040	12/26/14	Fri	2029	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
845169980	143	1.040	11/28/14	Fri	0606	Concrete Traffic Barrier	0	0	1	Night	Dry	#N/A
836537790	144	1.040	01/29/14	Wed	0800	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
837359760	145	1.040	03/09/14	Sun	2233	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
837397710	146	1.040	01/09/14	Thu	1639	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
837575450	147	1.040	03/03/14	Mon	0740	Rear-End	0	0	1	Day	Dry	Other Contributing Action
837305950	148	1.040	05/10/14	Sat	2241	Rear-End	0	2	0	Night	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
838160770	149	1.040	11/08/14	Sat	2039	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
837217660	150	1.040	02/04/14	Tue	1625	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
836966430	151	1.040	03/07/14	Fri	0850	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
845023190	152	1.040	09/26/14	Fri	1210	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
837583770	153	1.161	02/11/14	Tue	1640	Rear-End	0	0	1	Night	Dry	Other Contributing Action
837887670	154	1.190	07/30/14	Wed	2016	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
837736980	155	1.240	05/19/14	Mon	0540	Sideswipe	0	0	1	Night	Dry	#N/A
837583760	156	1.256	02/11/14	Tue	1455	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
838112440	157	1.290	08/03/14	Sun	0225	Concrete Traffic Barrier	0	1	0	Night	Wet	Other Contributing Action
837468480	158	1.290	01/31/14	Fri	1638	Rear-End	0	0	1	Day	Dry	No Contributing Action
836886930	159	1.290	02/12/14	Wed	0725	Sideswipe	0	1	0	Day	Dry	#N/A
837707400	160	1.290	05/09/14	Fri	1659	Sideswipe	0	0	1	Day	Dry	No Contributing Action
838112760	161	1.290	09/26/14	Fri	1239	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
836945610	162	1.313	04/05/14	Sat	0645	Rear-End	0	1	0	Day	Dry	No Contributing Action
851159260	163	25.041	08/03/15	Mon	0710	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
848634410	164	25.162	03/08/15	Sun	0310	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
848826560	165	25.162	07/14/15	Tue	1355	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
848943700	166	25.162	04/21/15	Tue	1731	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
848944010	167	25.162	06/08/15	Mon	1606	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
837010070	168	25.162	08/26/15	Wed	1753	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
820585920	169	25.162	07/24/15	Fri	1421	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
848624880	170	25.162	07/24/15	Fri	1450	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
837010060	171	25.162	08/26/15	Wed	1729	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
820121670	172	25.262	11/20/15	Fri	2240	Overturn/Rollover	1	0	0	Night	Dry	Careless or Negligent Manner
848687990	173	25.262	06/17/15	Wed	1530	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
848688100	174	0.077	07/29/15	Wed	1950	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
852388890	175	0.244	12/06/15	Sun	0435	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
838160920	176	0.328	01/24/15	Sat	2112	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
852065980	177	0.328	12/04/15	Fri	2023	Concrete Traffic Barrier	0	1	0	Night	Wet	Drove too Fast for Conditions
848810910	178	0.328	12/06/15	Sun	0210	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
851455930	179	0.328	09/17/15	Thu	1355	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848688200	180	0.377	08/19/15	Wed	0104	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
848631350	181	0.513	03/25/15	Wed	1717	Sideswipe	0	0	1	Day	Dry	#N/A
845688670	182	0.540	03/27/15	Fri	2144	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
851365910	183	0.540	09/10/15	Thu	1515	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
851107660	184	0.577	05/28/15	Thu	0638	Concrete Traffic Barrier	0	2	0	Day	Dry	No Contributing Action
848831140	185	0.577	04/30/15	Thu	1620	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
845305110	186	0.577	04/05/15	Sun	0355	Rear-End	0	2	0	Night	Dry	Exceed Posted Speed
851100790	187	0.577	05/12/15	Tue	0725	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
851595810	188	0.577	09/16/15	Wed	1655	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848827130	189	0.577	05/08/15	Fri	1835	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
851960180	190	0.577	12/08/15	Tue	0900	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
851366390	191	0.640	08/19/15	Wed	1820	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
852226810	192	0.790	12/13/15	Sun	0025	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
848596290	193	0.790	09/22/15	Tue	0746	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
848829520	194	0.877	06/05/15	Fri	1500	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
851783610	195	0.972	10/28/15	Wed	1925	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
845143610	196	1.040	01/02/15	Fri	1215	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
851783410	197	1.040	09/29/15	Tue	2039	Rear-End	0	1	0	Night	Wet	Drove too Fast for Conditions
845326360	198	1.040	01/09/15	Fri	1741	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
845326450	199	1.040	01/19/15	Mon	1856	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
851394930	200	1.040	08/16/15	Sun	2113	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
851751680	201	1.040	09/29/15	Tue	1755	Rear-End	0	0	1	Day	Wet	#N/A
845688520	202	1.040	03/04/15	Wed	1919	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
851571410	203	1.077	11/07/15	Sat	1845	Rear-End	0	0	1	Night	Dry	No Contributing Action
848831250	204	1.077	05/20/15	Wed	1700	Sideswipe	0	0	1	Day	Dry	No Contributing Action
848786070	205	1.277	08/05/15	Wed	1845	Sideswipe	0	0	1	Day	Dry	#N/A
848688010	206	1.277	06/19/15	Fri	1852	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
852297370	207	1.293	11/30/15	Mon	0955	Other Non-Collision	0	1	0	Day	Dry	Other Contributing Action
854274300	208	25.062	12/17/16	Sat	1856	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
853335730	209	25.162	06/21/16	Tue	1605	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
852406830	210	25.162	01/21/16	Thu	1706	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852487020	211	25.162	01/30/16	Sat	1827	Rear-End	0	2	0	Night	Dry	#N/A
852487050	212	25.162	02/01/16	Mon	1509	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
852677620	213	25.162	05/24/16	Tue	0807	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853418840	214	25.162	09/11/16	Sun	1706	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
853631680	215	25.162	09/14/16	Wed	1756	Not Coded	0	0	1	Day	Dry	No Contributing Action
852594870	216	25.162	02/01/16	Mon	1144	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
852487230	217	25.162	02/13/16	Sat	1522	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852540140	218	25.162	03/04/16	Fri	1715	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852407190	219	25.162	03/26/16	Sat	1456	Sideswipe	0	0	1	Day	Dry	#N/A
853335470	220	25.162	05/23/16	Mon	1600	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853747730	221	25.287	12/09/16	Fri	1826	Rear-End	0	2	0	Night	Dry	#N/A
854401730	222	25.287	12/27/16	Tue	1826	Rear-End	0	0	1	Night	Wet	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
853067880	223	0.008	08/19/16	Fri	1518	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852910940	224	0.040	08/13/16	Sat	2050	Angle	0	0	1	Night	Wet	Swerved Or Avoided
853905230	225	0.054	12/07/16	Wed	1550	Rear-End	0	2	0	Day	Dry	Followed too Closely
837112230	226	0.065	03/24/16	Thu	0000	Guardrail Face	0	1	0	Night	Wet	Failed To Keep In Proper Lane
852406880	227	0.263	01/28/16	Thu	1802	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
852406890	228	0.263	01/28/16	Thu	1832	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
852251730	229	0.263	03/12/16	Sat	1617	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852942410	230	0.320	08/23/16	Tue	0830	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852278050	231	0.328	02/10/16	Wed	1303	Utility Pole/Light Support	0	1	0	Day	Dry	Drove too Fast for Conditions
852278080	232	0.328	02/11/16	Thu	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852911770	233	0.540	03/16/16	Wed	0535	Tree (Standing)	0	2	0	Night	Dry	Drove too Fast for Conditions
852220220	234	0.540	01/12/16	Tue	1055	Other Non-Collision	0	1	0	Day	Wet	Other Contributing Action
853308160	235	0.540	07/01/16	Fri	1120	Concrete Traffic Barrier	0	1	0	Day	Wet	Careless or Negligent Manner
851376280	236	0.540	03/03/16	Thu	1619	Rear-End	0	0	1	Day	Dry	No Contributing Action
853796220	237	0.540	09/28/16	Wed	1545	Rear-End	0	0	1	Day	Dry	Followed too Closely
853532070	238	0.540	10/14/16	Fri	2319	Sideswipe	0	0	1	Night	Dry	Improper Passing
854135630	239	0.540	12/23/16	Fri	0320	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
853262020	240	0.540	08/19/16	Fri	1615	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852220290	241	0.540	01/26/16	Tue	1300	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
852445930	242	0.540	05/03/16	Tue	1536	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852910840	243	0.540	08/08/16	Mon	1330	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
853986420	244	0.540	09/29/16	Thu	1840	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
854294100	245	0.540	11/21/16	Mon	1138	Rear-End	0	0	1	Day	Dry	No Contributing Action
852982140	246	0.577	04/29/16	Fri	1055	Not Coded	0	1	0	Day	Dry	No Contributing Action
852612050	247	0.577	03/25/16	Fri	1800	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
851976770	248	0.877	01/08/16	Fri	1405	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
837321290	249	0.952	06/30/16	Thu	0759	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
852354250	250	1.009	03/19/16	Sat	1510	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853512480	251	1.040	08/25/16	Thu	2135	Overturn/Rollover	0	1	0	Night	Wet	Careless or Negligent Manner
852537030	252	1.040	03/22/16	Tue	1634	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
852715530	253	1.040	02/29/16	Mon	1612	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
838170460	254	1.040	07/14/16	Thu	2140	Rear-End	0	0	1	Night	Dry	Other Contributing Action
853362440	255	1.040	08/02/16	Tue	1900	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
853945130	256	1.040	09/12/16	Mon	1755	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
852910620	257	1.077	05/31/16	Tue	0828	Rear-End	0	0	1	Day	Dry	Followed too Closely
852166960	258	1.077	02/09/16	Tue	1540	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
853396580	259	1.077	10/02/16	Sun	2022	Angle	0	0	1	Night	Wet	Over-Correcting/Over-Steering

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000/93220000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from Palmetto Park Rd to Hillsboro Blvd M.P. 24.980 TO 1.373 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
853073980	260	1.104	05/18/16	Wed	2138	Overturn/Rollover	0	1	0	Night	Wet	No Contributing Action
852297890	261	1.104	02/27/16	Sat	1315	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852297850	262	1.142	02/24/16	Wed	0807	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
852297840	263	1.161	02/24/16	Wed	0713	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852861540	264	1.161	04/20/16	Wed	1442	Rear-End	0	1	0	Day	Dry	Failed To Keep In Proper Lane
852834820	265	1.177	03/30/16	Wed	1035	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
853366040	266	1.227	06/22/16	Wed	1615	Rear-End	0	0	1	Day	Dry	Followed too Closely
852297900	267	1.256	03/06/16	Sun	1204	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852422750	268	1.268	08/21/16	Sun	0357	Other Non-Fixed Object	1	0	0	Night	Dry	Careless or Negligent Manner
852835040	269	1.277	04/18/16	Mon	0515	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
838060740	270	1.290	08/30/16	Tue	0646	Concrete Traffic Barrier	0	0	1	Day	Wet	Careless or Negligent Manner
853945690	271	1.290	11/03/16	Thu	1725	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852539930	272	1.290	01/27/16	Wed	1435	Jackknife	0	0	1	Day	Wet	No Contributing Action
854289790	273	1.290	11/17/16	Thu	2010	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
854290120	274	1.290	12/19/16	Mon	1820	Rear-End	0	1	0	Night	Dry	Failed To Keep In Proper Lane
852213430	275	1.293	01/03/16	Sun	1858	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
852220200	276	1.309	01/12/16	Tue	0700	Angle	0	2	0	Day	Wet	Careless or Negligent Manner
853307640	277	1.327	05/12/16	Thu	0845	Other Non-Fixed Object	0	1	0	Day	Dry	No Contributing Action
853308020	278	1.327	06/17/16	Fri	1245	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	278	2	119	157	188	3	12	0	0	24	0	0	0	4	0	0
	Percent	0.72%	42.81%	56.47%	67.63%	1.08%	4.32%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	1.44%	0.00%	0.00%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	189	89	80	198	32	1	0	0	1	0	0	0	0	1	0
	Percent	67.99%	32.01%	28.78%	71.22%	11.51%	0.36%	0.00%	0.00%	0.36%	0.00%	0.00%	0.00%	0.00%	0.36%	0.00%

TOTAL ENTERING VEHICLES/ADT: 193,820 SPOT CRASH RATE -0.031 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from SW 10th Street to Sample Road M.P. 21.983 TO 23.526 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
828944940	1	22.002	05/20/12	Sun	1140	Sideswipe	0	0	1	Day	Dry	No Contributing Action
828673210	2	22.040	01/23/12	Mon	1315	Sideswipe	0	0	1	Day	Dry	#N/A
828796470	3	22.123	02/21/12	Tue	1855	Rear-End	0	0	1	Day	Dry	#N/A
828916280	4	22.123	03/27/12	Tue	0727	Rear-End	0	2	0	Day	Wet	Other Contributing Action
831790450	2	22.123	09/13/12	Thu	0730	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
828474380	6	22.123	02/01/12	Wed	2345	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
828743900	7	22.123	04/06/12	Fri	1220	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
820522520	1	22.123	06/13/12	Wed	1319	Angle	0	1	0	Day	Dry	Other Contributing Action
831837570	2	22.143	12/21/12	Fri	1403	Sideswipe	0	0	1	Day	Dry	#N/A
828435760	3	22.373	01/17/12	Tue	2210	Tree (Standing)	0	1	0	Night	Dry	#N/A
831877770	4	22.373	09/07/12	Fri	0844	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
832585520	3	22.373	12/19/12	Wed	1749	Sideswipe	0	0	1	Night	Dry	#N/A
828731870	4	22.623	03/09/12	Fri	0057	Concrete Traffic Barrier	0	1	0	Night	Wet	Ran Off Roadway
831625170	5	22.623	09/20/12	Thu	1317	Sideswipe	0	0	1	Day	Dry	No Contributing Action
822520050	6	22.623	05/03/12	Thu	0821	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
831589390	5	22.623	07/13/12	Fri	1032	Rear-End	0	1	0	Day	Dry	Followed too Closely
831991230	6	22.623	12/19/12	Wed	0822	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
820522490	9	22.623	06/11/12	Mon	0910	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
829090950	19	22.665	04/08/12	Sun	2301	Other Traffic Barrier	0	1	0	Night	Dry	Other Contributing Action
831487940	20	22.665	08/11/12	Sat	1934	Tree (Standing)	0	1	0	Night	Wet	Careless or Negligent Manner
829079260	21	22.873	07/15/12	Sun	2032	Other Non-Collision	0	0	1	Night	Wet	#N/A
831877750	22	22.915	08/19/12	Sun	1551	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action
831770600	23	23.119	12/15/12	Sat	1346	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
828965160	7	23.165	06/24/12	Sun	0205	Overturn/Rollover	0	0	1	Night	Wet	Other Contributing Action
831444780	8	23.165	07/22/12	Sun	2101	Tree (Standing)	0	2	0	Night	Wet	Careless or Negligent Manner
831937320	26	23.165	11/05/12	Mon	1736	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
820587160	27	23.381	08/02/12	Thu	0834	Rear-End	0	0	1	Day	Dry	Other Contributing Action
828656830	28	23.415	03/16/12	Fri	0455	Tree (Standing)	0	0	1	Night	Dry	No Contributing Action
831937490	9	23.415	12/11/12	Tue	1757	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
832508460	10	23.415	12/22/12	Sat	2031	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
828228320	11	23.465	02/17/12	Fri	1607	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
828538580	32	23.469	01/05/12	Thu	1717	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
831818230	33	23.476	09/27/12	Thu	0005	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
829029370	34	23.476	05/18/12	Fri	1437	Concrete Traffic Barrier	0	1	0	Day	Wet	Drove too Fast for Conditions
829079000	35	23.476	05/31/12	Thu	1635	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
831458670	36	23.526	05/18/12	Fri	1647	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
828578240	37	23.526	02/17/12	Fri	1425	Rear-End	0	0	1	Day	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from SW 10th Street to Sample Road M.P. 21.983 TO 23.526 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
832687090	38	22.096	02/25/13	Mon	0748	Rear-End	0	0	1	Day	Dry	#N/A
833023300	39	22.123	05/13/13	Mon	2125	Angle	0	2	0	Night	Dry	Swerved Or Avoided
832870440	40	22.123	03/09/13	Sat	0126	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
833108270	41	22.123	04/14/13	Sun	0310	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
832700660	42	22.623	02/01/13	Fri	1954	Sideswipe	0	4	0	Night	Dry	No Contributing Action
832700890	43	22.623	03/09/13	Sat	1327	Sideswipe	0	1	0	Day	Dry	No Contributing Action
836599250	44	22.623	10/16/13	Wed	0745	Rear-End	0	0	1	Day	Dry	Followed too Closely
836873150	45	22.623	11/02/13	Sat	1752	Sideswipe	0	0	1	Day	Dry	#N/A
832664920	46	22.623	01/17/13	Thu	0830	Rear-End	0	0	1	Day	Wet	Other Contributing Action
819788660	47	22.623	09/26/13	Thu	1720	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
832551100	48	22.623	01/10/13	Thu	1248	Rear-End	0	0	1	Day	Dry	#N/A
833320510	49	22.623	06/12/13	Wed	0930	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
836873340	50	22.623	11/19/13	Tue	1856	Rear-End	0	1	0	Night	Wet	No Contributing Action
836970500	51	22.665	12/14/13	Sat	2344	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
819789120	52	22.723	07/17/13	Wed	0624	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
837040280	53	23.165	10/31/13	Thu	1038	Not Coded	0	1	0	Day	Dry	#N/A
832878780	54	23.165	04/01/13	Mon	2130	Other Non-Collision	1	0	0	Night	Dry	#N/A
832687450	55	23.165	07/11/13	Thu	2350	Rear-End	0	1	0	Night	Dry	#N/A
832701620	56	23.165	02/05/13	Tue	0800	Rear-End	0	0	1	Day	Dry	No Contributing Action
832788300	57	23.165	11/25/13	Mon	0817	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
836992860	58	23.192	12/09/13	Mon	0751	Rear-End	0	0	1	Day	Dry	Other Contributing Action
832687120	59	23.229	03/11/13	Mon	0748	Rear-End	0	0	1	Day	Dry	Other Contributing Action
836735250	60	23.286	09/26/13	Thu	0807	Rear-End	0	0	1	Day	Dry	Other Contributing Action
836992810	61	23.286	12/04/13	Wed	0749	Rear-End	0	0	1	Day	Dry	Other Contributing Action
832321670	62	23.365	01/23/13	Wed	2250	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
832321640	63	23.365	01/17/13	Thu	2342	Rear-End	0	1	0	Night	Dry	No Contributing Action
832724810	64	23.365	04/06/13	Sat	1509	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
836760430	65	23.381	10/26/13	Sat	1200	Other Fixed Object	0	0	1	Day	Dry	No Contributing Action
836734990	66	23.381	09/10/13	Tue	0747	Rear-End	0	0	1	Day	Wet	Other Contributing Action
832444500	67	23.415	04/05/13	Fri	0151	Not Coded	0	0	1	Night	Wet	#N/A
833280440	68	23.415	06/01/13	Sat	2221	Concrete Traffic Barrier	0	1	0	Night	Wet	No Contributing Action
833280210	69	23.415	05/14/13	Tue	0748	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
836899130	70	23.415	11/21/13	Thu	1833	Rear-End	0	0	1	Night	Wet	No Contributing Action
836899210	71	23.415	11/28/13	Thu	1656	Not Coded	0	1	0	Day	Dry	No Contributing Action
833267860	72	23.415	07/11/13	Thu	2313	Rear-End	0	3	0	Night	Dry	No Contributing Action
836437860	73	23.415	08/01/13	Thu	0930	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
836735380	74	23.438	10/10/13	Thu	0828	Rear-End	0	0	1	Day	Dry	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from SW 10th Street to Sample Road M.P. 21.983 TO 23.526 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
832680250	75	23.476	03/11/13	Mon	1615	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
832400390	76	23.476	02/05/13	Tue	0110	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
832987880	77	23.476	04/23/13	Tue	0834	Rear-End	0	1	0	Day	Dry	Other Contributing Action
832987890	78	23.495	04/23/13	Tue	0910	Rear-End	0	0	1	Day	Dry	#N/A
837517250	79	22.002	04/30/14	Wed	0807	Rear-End	0	0	1	Day	Dry	Other Contributing Action
838261660	80	22.002	05/18/14	Sun	1249	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845130200	81	22.055	09/29/14	Mon	0746	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
836916370	82	22.078	05/03/14	Sat	0100	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
832285260	83	22.123	09/26/14	Fri	0958	Parked Motor Vehicle	0	4	0	Day	Wet	Swerved Or Avoided
837383810	84	22.123	02/08/14	Sat	2019	Not Coded	0	2	0	Night	Dry	No Contributing Action
837115130	85	22.123	08/14/14	Thu	0030	Sideswipe	0	2	0	Night	Dry	Careless or Negligent Manner
844817100	86	22.123	09/26/14	Fri	0837	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
820585830	87	22.623	09/06/14	Sat	0116	Concrete Traffic Barrier	0	0	1	Night	Dry	No Contributing Action
837755140	88	22.623	05/15/14	Thu	1836	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
819804260	89	22.623	01/01/14	Wed	2330	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
837073570	90	22.623	01/03/14	Fri	2057	Sideswipe	0	0	1	Day	Dry	#N/A
837383840	91	22.623	02/22/14	Sat	1323	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837451590	92	22.623	02/25/14	Tue	1218	Angle	0	0	1	Day	Dry	#N/A
837451610	93	22.623	02/26/14	Wed	0855	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837772080	94	22.623	05/26/14	Mon	0020	Sideswipe	0	0	1	Night	Dry	Improper Passing
838156180	95	22.623	07/08/14	Tue	0810	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
845210460	96	22.623	10/16/14	Thu	0854	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837491910	97	22.631	04/16/14	Wed	0910	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837306920	98	22.665	01/01/14	Wed	0028	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
837111910	99	22.723	03/26/14	Wed	0935	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
837112010	100	22.923	07/29/14	Tue	0729	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
837517010	101	23.097	04/02/14	Wed	0856	Rear-End	0	0	1	Day	Dry	Other Contributing Action
845350010	102	23.119	12/20/14	Sat	2004	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
844927850	103	23.123	10/19/14	Sun	0210	Sideswipe	0	0	1	Night	Dry	#N/A
838360960	104	23.123	08/28/14	Thu	1553	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
837225340	105	23.131	01/17/14	Fri	2341	Other Fixed Object	0	0	1	Night	Dry	Careless or Negligent Manner
837401090	106	23.165	06/08/14	Sun	0345	Tree (Standing)	0	1	0	Night	Wet	Over-Correcting/Over-Steering
844827100	107	23.165	09/27/14	Sat	2239	Rear-End	0	0	1	Night	Wet	#N/A
844827140	108	23.165	10/03/14	Fri	2137	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
837733610	109	23.165	04/18/14	Fri	1612	Rear-End	0	0	1	Day	Dry	#N/A
837517210	110	23.192	04/22/14	Tue	1247	Concrete Traffic Barrier	0	0	1	Day	Dry	Over-Correcting/Over-Steering
837517260	111	23.192	05/01/14	Thu	0746	Rear-End	0	0	1	Day	Dry	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from SW 10th Street to Sample Road M.P. 21.983 TO 23.526 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
836992970	112	23.286	01/01/14	Wed	0748	Sideswipe	0	0	1	Day	Wet	Improper Passing
836993050	113	23.286	02/02/14	Sun	0053	Rear-End	0	0	1	Night	Dry	Other Contributing Action
844947570	114	23.286	10/07/14	Tue	0900	Rear-End	0	1	0	Day	Dry	#N/A
837684650	115	23.365	04/23/14	Wed	1706	Rear-End	0	0	1	Day	Dry	No Contributing Action
837540700	116	23.415	03/03/14	Mon	1715	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
836897010	117	23.415	01/15/14	Wed	0850	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
845078250	118	23.415	12/20/14	Sat	0908	Angle	0	0	1	Day	Dry	Other Contributing Action
836897020	119	23.415	01/15/14	Wed	0755	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
836897060	120	23.415	01/23/14	Thu	0851	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
838149250	121	23.415	07/03/14	Thu	0729	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
837841800	122	23.415	07/02/14	Wed	2040	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
837841820	123	23.476	07/03/14	Thu	1740	Concrete Traffic Barrier	0	2	0	Day	Dry	No Contributing Action
838165100	124	23.476	07/26/14	Sat	2200	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
844947490	125	23.513	10/01/14	Wed	0805	Rear-End	0	0	1	Day	Dry	Other Contributing Action
845267770	126	23.526	12/16/14	Tue	1410	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
851447800	127	22.123	09/19/15	Sat	1825	Not Coded	0	2	0	Day	Dry	Ran Off Roadway
845641270	128	22.123	02/02/15	Mon	2135	Sideswipe	0	0	1	Night	Dry	#N/A
848561940	129	22.123	02/10/15	Tue	0836	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
851381580	130	22.123	07/23/15	Thu	1640	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
851169240	131	22.123	10/15/15	Thu	0905	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
851368410	132	22.123	11/17/15	Tue	0846	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
845501860	133	22.123	02/24/15	Tue	1000	Rear-End	0	1	0	Day	Dry	Other Contributing Action
848929220	134	22.123	11/02/15	Mon	1509	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
852352200	135	22.123	12/19/15	Sat	2356	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
848631390	136	22.373	03/27/15	Fri	2039	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
848761730	137	22.623	04/14/15	Tue	0913	Concrete Traffic Barrier	0	0	1	Day	Dry	Swerved Or Avoided
845455560	138	22.623	04/03/15	Fri	0804	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
851550910	139	22.623	10/10/15	Sat	1749	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
845560000	140	22.623	05/01/15	Fri	0825	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
851226040	141	22.623	05/21/15	Thu	1142	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
851755620	142	22.623	08/24/15	Mon	0805	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
845455550	143	22.623	04/03/15	Fri	0641	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
862566580	144	22.665	11/17/15	Tue	0849	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
852014600	145	23.165	11/26/15	Thu	0301	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
852014330	146	23.165	10/11/15	Sun	0019	Rear-End	0	2	0	Night	Dry	Other Contributing Action
852254730	147	23.165	12/04/15	Fri	1320	Not Coded	0	1	0	Day	Wet	Careless or Negligent Manner
851640740	148	23.183	09/03/15	Thu	2110	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from SW 10th Street to Sample Road M.P. 21.983 TO 23.526 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
851364730	149	23.265	09/05/15	Sat	2329	Rear-End	0	0	1	Night	Wet	No Contributing Action
845549930	150	23.381	04/14/15	Tue	0857	Rear-End	0	0	1	Day	Dry	Other Contributing Action
852352130	151	23.415	12/05/15	Sat	2140	Concrete Traffic Barrier	0	2	0	Night	Wet	No Contributing Action
845595710	152	23.415	03/17/15	Tue	0744	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
851467390	153	23.415	11/05/15	Thu	1040	Rear-End	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
848562020	154	23.415	02/19/15	Thu	0752	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848624900	155	23.433	07/24/15	Fri	2122	Sideswipe	0	0	1	Night	Dry	#N/A
851417520	156	23.433	09/30/15	Wed	0647	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
845549520	157	23.438	01/13/15	Tue	0709	Angle	0	0	1	Day	Wet	#N/A
851266520	158	23.438	08/24/15	Mon	1125	Rear-End	0	2	0	Day	Wet	Other Contributing Action
851751720	159	23.465	10/03/15	Sat	1540	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
845475470	160	23.465	01/11/15	Sun	1239	Angle	0	6	0	Day	Dry	Careless or Negligent Manner
853762850	161	22.023	10/15/16	Sat	1859	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
853979210	162	22.123	12/04/16	Sun	0807	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
854274260	163	22.123	12/11/16	Sun	1917	Concrete Traffic Barrier	0	1	0	Night	Wet	Swerved Or Avoided
852992620	164	22.123	05/18/16	Wed	0925	Concrete Traffic Barrier	0	1	0	Day	Wet	No Contributing Action
852255190	165	22.123	01/26/16	Tue	0722	Rear-End	0	0	1	Day	Dry	#N/A
853137330	166	22.123	06/02/16	Thu	2355	Pedestrian	2	1	0	Night	Dry	#N/A
852677630	167	22.123	05/25/16	Wed	0720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
854381540	168	22.123	12/03/16	Sat	0604	Rear-End	0	1	0	Night	Dry	Other Contributing Action
852352420	169	22.123	02/11/16	Thu	0734	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
853688200	170	22.123	08/22/16	Mon	0806	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853333540	171	22.123	09/11/16	Sun	1000	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
853871830	172	22.623	11/26/16	Sat	2220	Sideswipe	0	0	1	Night	Dry	#N/A
854401240	173	22.623	12/02/16	Fri	1706	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853170470	174	22.623	06/06/16	Mon	1205	Not Coded	0	0	1	Day	Dry	No Contributing Action
851337740	175	22.623	11/28/16	Mon	0244	Rear-End	0	2	0	Night	Dry	#N/A
853184280	176	22.623	08/02/16	Tue	0825	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
853200020	177	22.623	08/07/16	Sun	1435	Sideswipe	0	0	1	Day	Dry	#N/A
852978180	178	22.623	09/20/16	Tue	1803	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852625330	179	22.623	02/17/16	Wed	1035	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853056260	180	22.623	05/27/16	Fri	0915	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853276660	181	22.665	05/28/16	Sat	0630	Not Coded	0	1	0	Day	Wet	Other Contributing Action
853514040	182	22.665	08/10/16	Wed	1640	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
852985200	183	22.665	06/13/16	Mon	0611	Sideswipe	0	4	0	Day	Dry	Careless or Negligent Manner
852798840	184	23.165	06/07/16	Tue	1053	Concrete Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
852563400	185	23.165	02/08/16	Mon	2300	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070000 STATE ROUTE: 9

ROADWAY LIMITS: I-95 SB from SW 10th Street to Sample Road M.P. 21.983 TO 23.526 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
852909300	186	23.165	04/10/16	Sun	1841	Rear-End	0	0	1	Day	Dry	#N/A
820586050	187	23.165	08/09/16	Tue	0849	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
854381620	188	23.264	12/23/16	Fri	1058	Immersion	1	2	0	Day	Dry	No Contributing Action
853056060	189	23.415	05/05/16	Thu	2300	Rear-End	0	2	0	Night	Dry	No Contributing Action
853576520	190	23.415	07/14/16	Thu	2308	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
853487200	191	23.415	08/15/16	Mon	0630	Rear-End	0	0	1	Day	Dry	Other Contributing Action
852594810	192	23.415	01/28/16	Thu	0854	Angle	0	0	1	Day	Wet	Other Contributing Action
853137420	193	23.415	06/11/16	Sat	0215	Concrete Traffic Barrier	0	3	0	Night	Dry	No Contributing Action
853183300	194	23.415	07/16/16	Sat	1140	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
852682700	195	23.415	05/10/16	Tue	1004	Not Coded	0	0	1	Day	Dry	No Contributing Action
851939980	196	23.415	01/15/16	Fri	1035	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
852767920	197	23.415	05/12/16	Thu	1658	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
836495450	198	23.415	05/18/16	Wed	0816	Rear-End	0	0	1	Day	Wet	#N/A
853313320	199	23.415	07/05/16	Tue	1440	Other Non-Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
853150250	200	23.476	07/01/16	Fri	1105	Rear-End	0	1	0	Day	Dry	Other Contributing Action
852768010	201	23.526	05/19/16	Thu	1413	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	201	3	80	120	108	0	8	0	0	35	0	1	1	8	0	0
	Percent	1.49%	39.80%	59.70%	53.73%	0.00%	3.98%	0.00%	0.00%	17.41%	0.00%	0.50%	0.50%	3.98%	0.00%	0.00%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	135	66	45	156	14	1	0	0	1	0	0	0	1	2	0
	Percent	67.16%	32.84%	22.39%	77.61%	6.97%	0.50%	0.00%	0.00%	0.50%	0.00%	0.00%	0.00%	0.50%	1.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 192,443 SPOT CRASH RATE 0.341 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070094 STATE ROUTE: 9

ROADWAY LIMITS: Ramp from EB SW 10th Street to NB I-95 M.P. 0.000 TO 0.100 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
828683640	1	0.000	04/20/12	Fri	1753	Rear-End	0	0	1	Day	Dry	Other Contributing Action
836096770	2	0.000	10/10/12	Wed	0930	Not Coded	0	1	0	Day	Dry	Ran Red Light
828585430	3	0.004	02/13/12	Mon	0938	Rear-End	0	0	1	Day	Dry	Other Contributing Action
828578380	4	0.005	03/29/12	Thu	1355	Rear-End	0	0	1	Day	Dry	#N/A
828723180	2	0.009	05/01/12	Tue	1039	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
828787520	6	0.103	04/09/12	Mon	1658	Rear-End	0	0	1	Day	Dry	No Contributing Action
820585570	7	0.005	02/07/13	Thu	1055	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
832428150	1	0.034	02/20/13	Wed	1012	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
836415300	2	0.043	07/19/13	Fri	0803	Concrete Traffic Barrier	0	0	1	Day	Wet	Careless or Negligent Manner
836544510	3	0.101	08/15/13	Thu	1536	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
836544460	4	0.102	08/09/13	Fri	2001	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
845000450	3	0.008	09/30/14	Tue	1556	Not Coded	0	0	1	Day	Wet	Careless or Negligent Manner
837850240	4	0.009	06/12/14	Thu	1950	Not Coded	0	0	1	Night	Wet	#N/A
837755240	5	0.034	06/02/14	Mon	1919	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
838149330	6	0.034	07/09/14	Wed	1039	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
847449940	5	0.034	12/31/14	Wed	2013	Rear-End	0	0	1	Night	Wet	Followed too Closely
837451360	6	0.184	02/05/14	Wed	0754	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845170840	9	0.184	11/26/14	Wed	1023	Tree (Standing)	0	0	1	Day	Wet	Other Contributing Action
838162840	19	0.203	07/15/14	Tue	1631	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
845540760	20	0.004	01/16/15	Fri	1513	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848866120	21	0.019	08/24/15	Mon	1132	Guardrail Face	0	0	1	Day	Wet	Drove too Fast for Conditions
845641820	22	0.034	05/01/15	Fri	1624	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845688880	23	0.034	06/04/15	Thu	0741	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
851980560	7	0.034	11/11/15	Wed	1916	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
853878840	8	0.000	09/01/16	Thu	0734	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853456010	26	0.019	08/17/16	Wed	0835	Rear-End	0	0	1	Day	Wet	Other Contributing Action

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	26	0	5	21	20	0	0	0	0	0	0	0	0	0	0	1
	Percent	0.00%	19.23%	80.77%	76.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.85%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	21	5	9	17	1	0	0	1	0	0	0	0	0	0	0
	Percent	80.77%	19.23%	34.62%	65.38%	3.85%	0.00%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 12,500 SPOT CRASH RATE 13.151 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070093 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 off ramp to SW 10th Street M.P. 0.000 TO 0.300 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
828516940	1	0.000	01/01/12	Sun	1113	Overturn/Rollover	0	0	1	Day	Dry	#N/A
831877720	2	0.075	08/17/12	Fri	1831	Other Non-Collision	0	0	1	Day	Wet	Swerved Or Avoided
831818140	3	0.131	09/18/12	Tue	2155	Utility Pole/Light Support	0	0	1	Night	Wet	Careless or Negligent Manner
828230660	4	0.150	11/11/12	Sun	0122	Utility Pole/Light Support	0	0	1	Night	Dry	#N/A
828878570	2	0.169	05/11/12	Fri	1854	Fence	0	0	1	Day	Wet	Careless or Negligent Manner
831444250	6	0.226	04/29/12	Sun	0250	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
828865950	7	0.226	05/01/12	Tue	0446	Utility Pole/Light Support	0	0	1	Night	Dry	#N/A
831790580	1	0.226	10/01/12	Mon	0945	Utility Pole/Light Support	0	0	1	Day	Wet	No Contributing Action
831459260	2	0.245	08/26/12	Sun	1929	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
828673320	3	0.250	02/10/12	Fri	0608	Overturn/Rollover	0	1	0	Night	Wet	No Contributing Action
832585570	4	0.258	12/26/12	Wed	2137	Utility Pole/Light Support	0	0	1	Night	Wet	#N/A
820585710	3	0.014	06/06/13	Thu	1920	Ditch	0	1	0	Day	Wet	Careless or Negligent Manner
820585440	4	0.075	01/22/13	Tue	0816	Other Non-Collision	0	0	1	Unknown	Other	#N/A
833351280	5	0.169	06/07/13	Fri	1143	Utility Pole/Light Support	0	0	1	Day	Wet	Drove too Fast for Conditions
832788340	6	0.188	12/12/13	Thu	0730	Other Fixed Object	0	1	0	Day	Dry	Other Contributing Action
832989470	5	0.226	06/08/13	Sat	0420	Angle	0	0	1	Night	Dry	Other Contributing Action
832701440	6	0.245	01/05/13	Sat	1143	Traffic Sign Support	0	0	1	Day	Dry	#N/A
836490840	9	0.245	09/15/13	Sun	0230	Utility Pole/Light Support	0	0	1	Night	Dry	#N/A
833280610	19	0.255	06/29/13	Sat	0910	Other Post, Pole Or Support	0	0	1	Day	Wet	Other Contributing Action
845016250	20	0.000	11/09/14	Sun	1500	Concrete Traffic Barrier	0	1	0	Day	Wet	Careless or Negligent Manner
838185960	21	0.164	09/06/14	Sat	0923	Other Non-Collision	0	0	1	Day	Wet	Careless or Negligent Manner
838163620	22	0.207	07/09/14	Wed	0107	Concrete Traffic Barrier	0	0	1	Night	Wet	Careless or Negligent Manner
836953070	23	0.226	07/09/14	Wed	2058	Concrete Traffic Barrier	0	0	1	Night	Wet	Over-Correcting/Over-Steering
845193880	7	0.226	10/16/14	Thu	1551	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845194380	8	0.226	11/24/14	Mon	0422	Tree (Standing)	0	0	1	Night	Dry	#N/A
845194420	26	0.236	12/05/14	Fri	0430	Traffic Sign Support	0	0	1	Night	Wet	Careless or Negligent Manner
837073600	27	0.245	01/08/14	Wed	1441	Concrete Traffic Barrier	0	0	1	Day	Wet	Drove too Fast for Conditions
845298740	28	0.250	12/27/14	Sat	0721	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
837383310	9	0.255	01/15/14	Wed	0958	Utility Pole/Light Support	0	0	1	Day	Wet	Ran Off Roadway
844073490	10	0.255	12/26/14	Fri	2048	Concrete Traffic Barrier	0	0	1	Night	Wet	Other Contributing Action
844826530	11	0.256	07/23/14	Wed	1512	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
845193950	32	0.258	10/21/14	Tue	1856	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
844826550	33	0.260	07/27/14	Sun	1542	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
844035890	34	0.261	10/23/14	Thu	1445	Rear-End	0	1	0	Day	Wet	Followed too Closely
837707090	35	0.263	03/30/14	Sun	2229	Rear-End	0	0	1	Night	Dry	#N/A
845194310	36	0.263	11/17/14	Mon	2240	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
838163030	37	0.264	08/26/14	Tue	1707	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
844946580	38	0.264	11/09/14	Sun	1449	Overturn/Rollover	0	0	1	Day	Wet	No Contributing Action
851421280	39	0.164	09/17/15	Thu	1940	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070093 STATE ROUTE: 9

ROADWAY LIMITS: NB I-95 off ramp to SW 10th Street M.P. 0.000 TO 0.300 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
851980820	40	0.211	12/02/15	Wed	1458	Concrete Traffic Barrier	0	1	0	Day	Wet	Drove too Fast for Conditions
852014480	41	0.217	11/12/15	Thu	0159	Utility Pole/Light Support	0	1	0	Night	Wet	Careless or Negligent Manner
851550930	42	0.262	10/11/15	Sun	1732	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848866340	43	0.263	04/01/15	Wed	1320	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
847591610	44	0.264	08/26/15	Wed	1740	Head-On	0	0	1	Day	Wet	Failed To Keep In Proper Lane
854385350	45	0.005	12/11/16	Sun	2251	Rear-End	0	0	1	Night	Dry	#N/A
853727960	46	0.019	10/03/16	Mon	0315	Not Coded	0	0	1	Night	Dry	Ran Off Roadway
853878980	47	0.200	09/18/16	Sun	0411	Fence	0	0	1	Night	Dry	No Contributing Action
853803630	48	0.222	11/15/16	Tue	0751	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
862758590	49	0.245	08/27/16	Sat	2215	Utility Pole/Light Support	0	0	1	Night	Wet	Other Contributing Action
820586070	50	0.245	09/01/16	Thu	0036	Concrete Traffic Barrier	0	1	0	Night	Wet	Careless or Negligent Manner
862621640	51	0.255	02/05/16	Fri	2335	Rear-End	0	0	1	Night	Dry	#N/A
853487990	52	0.255	09/22/16	Thu	0700	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
854381590	53	0.255	12/06/16	Tue	1104	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852486940	54	0.258	01/22/16	Fri	2147	Sideswipe	0	0	1	Night	Wet	#N/A
862712030	55	0.262	06/16/16	Thu	1834	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
853867590	56	0.262	09/29/16	Thu	1220	Rear-End	0	0	1	Day	Dry	#N/A
862715710	57	0.264	06/22/16	Wed	1530	Sideswipe	0	0	1	Day	Dry	No Contributing Action

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	57	0	10	47	15	1	1	0	0	7	0	0	0	7	0	0
	Percent	0.00%	17.54%	82.46%	26.32%	1.75%	1.75%	0.00%	0.00%	12.28%	0.00%	0.00%	0.00%	12.28%	0.00%	0.00%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	31	25	28	28	4	0	0	0	0	0	0	0	0	0	0
	Percent	54.39%	43.86%	49.12%	49.12%	7.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 12,000 SPOT CRASH RATE 8.371 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070095 STATE ROUTE: 9

ROADWAY LIMITS: SB I-95 Off ramp to SW 10th Street M.P. 0.000 TO 0.200 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
828228300	1	0.000	02/17/12	Fri	1430	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
828585500	2	0.086	02/22/12	Wed	0743	Rear-End	0	1	0	Day	Dry	Other Contributing Action
831937130	3	0.124	10/15/12	Mon	1510	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
831816030	4	0.172	09/10/12	Mon	1410	Rear-End	0	1	0	Day	Dry	No Contributing Action
829078790	2	0.181	04/25/12	Wed	1452	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
836544840	6	0.091	09/18/13	Wed	1907	Rear-End	0	0	1	Night	Dry	#N/A
836605280	7	0.162	08/24/13	Sat	2235	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
833240280	1	0.175	05/18/13	Sat	1734	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
833351410	2	0.179	06/21/13	Fri	1110	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
839222710	3	0.181	02/27/13	Wed	0415	Pedalcycle	0	1	0	Night	Dry	Other Contributing Action
837073530	4	0.181	12/28/13	Sat	1848	Rear-End	0	1	0	Night	Dry	#N/A
837418100	3	0.000	04/01/14	Tue	1837	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
845016280	4	0.081	11/09/14	Sun	1825	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
820585810	5	0.153	08/17/14	Sun	0121	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
844848040	6	0.172	10/04/14	Sat	1335	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
837707450	5	0.173	05/13/14	Tue	1727	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
845002170	6	0.176	12/06/14	Sat	1403	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
837698800	9	0.177	05/03/14	Sat	2359	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
841780800	19	0.181	01/30/14	Thu	2105	Angle	0	0	1	Night	Wet	Improper Turn
852066030	20	0.000	12/18/15	Fri	1854	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
851425940	21	0.086	10/03/15	Sat	1311	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
848645540	22	0.124	04/24/15	Fri	1300	Impact Attenuator/Crash Cushion	0	1	0	Day	Dry	No Contributing Action
851395140	23	0.134	09/15/15	Tue	1355	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
851394980	7	0.143	08/23/15	Sun	1448	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852014130	8	0.143	09/23/15	Wed	1413	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
851417190	26	0.162	08/07/15	Fri	0601	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
851640790	27	0.162	09/11/15	Fri	2200	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
851266370	28	0.172	07/17/15	Fri	0852	Rear-End	0	0	1	Day	Dry	#N/A
845641370	9	0.181	02/25/15	Wed	1408	Sideswipe	0	0	1	Day	Dry	#N/A
847501470	10	0.181	03/31/15	Tue	2135	Sideswipe	0	0	1	Night	Dry	#N/A
847527630	11	0.181	05/09/15	Sat	1255	Not Coded	0	2	0	Day	Dry	Ran Red Light
847548250	32	0.181	06/13/15	Sat	1201	Not Coded	0	0	1	Day	Dry	Ran Red Light
848766970	33	0.181	07/10/15	Fri	1235	Not Coded	0	0	1	Day	Dry	Other Contributing Action
847564890	34	0.181	07/12/15	Sun	1002	Angle	0	0	1	Day	Dry	Ran Red Light
847565670	35	0.181	07/13/15	Mon	2300	Sideswipe	0	0	1	Night	Dry	Disregarded Other Traffic Sign
847593090	36	0.181	08/27/15	Thu	1728	Angle	0	2	0	Day	Dry	Ran Red Light
847600880	37	0.181	09/10/15	Thu	1305	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86070095 STATE ROUTE: 9

ROADWAY LIMITS: SB I-95 Off ramp to SW 10th Street M.P. 0.000 TO 0.200 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
847632450	38	0.181	10/30/15	Fri	1355	Angle	0	1	0	Day	Dry	Ran Red Light
852763290	39	0.000	02/10/16	Wed	1545	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
853245580	40	0.000	06/15/16	Wed	1740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852314570	41	0.002	02/16/16	Tue	1710	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
852963350	42	0.031	04/07/16	Thu	1652	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852306380	43	0.038	01/28/16	Thu	1728	Rear-End	0	0	1	Night	Wet	Followed too Closely
853158320	44	0.038	06/23/16	Thu	2350	Impact Attenuator/Crash Cushion	0	0	1	Day	Dry	Other Contributing Action
852909080	45	0.143	03/24/16	Thu	1416	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
836495330	46	0.162	01/04/16	Mon	1259	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
852487280	47	0.162	02/19/16	Fri	1715	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
862695260	48	0.181	05/21/16	Sat	1641	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
862703040	49	0.181	06/03/16	Fri	0359	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
862716110	50	0.181	06/23/16	Thu	1030	Angle	0	0	1	Day	Dry	Ran Red Light
866678880	51	0.181	09/11/16	Sun	1719	Angle	0	0	1	Day	Dry	Improper Turn
853693390	52	0.181	09/15/16	Thu	2013	Angle	0	0	1	Night	Dry	Careless or Negligent Manner

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	52	0	23	29	28	0	7	0	0	11	0	1	0	0	0	0
	Percent	0.00%	44.23%	55.77%	53.85%	0.00%	13.46%	0.00%	0.00%	21.15%	0.00%	1.92%	0.00%	0.00%	0.00%	0.00%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	36	16	5	47	2	0	0	0	0	0	1	0	0	0	0
	Percent	69.23%	30.77%	9.62%	90.38%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	1.92%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 13,500 SPOT CRASH RATE 5.074 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 9

ROADWAY LIMITS: SW 10th Street at Newport Center Drive M.P. 1.774 TO 1.874 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
827523430	1	1.795	03/09/12	Fri	0821	Rear-End	0	1	0	Day	Dry	Followed too Closely
827540690	2	1.814	05/07/12	Mon	1710	Rear-End	0	1	0	Day	Dry	Followed too Closely
827553620	3	1.817	06/08/12	Fri	1933	Rear-End	0	2	0	Night	Wet	Drove too Fast for Conditions
827493020	4	1.823	03/06/12	Tue	2145	Rear-End	0	0	1	Night	Dry	Followed too Closely
824177680	2	1.823	08/07/12	Tue	2036	Angle	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
827583890	6	1.823	09/12/12	Wed	1430	Rear-End	0	0	1	Day	Dry	Improper Backing
827448840	7	1.827	08/16/12	Thu	1510	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
827517450	1	1.831	02/13/12	Mon	0718	Rear-End	0	1	0	Day	Dry	Followed too Closely
827561440	2	1.842	07/04/12	Wed	2240	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
827558740	3	1.861	06/25/12	Mon	1420	Sideswipe	0	1	0	Day	Dry	Swerved Or Avoided
836304230	4	1.795	02/04/13	Mon	0906	Rear-End	0	0	1	Day	Dry	Followed too Closely
840990660	3	1.795	05/17/13	Fri	1318	Rear-End	0	1	0	Day	Dry	Other Contributing Action
840992090	4	1.804	05/24/13	Fri	1612	Sideswipe	0	0	1	Day	Dry	Not Coded
834970320	5	1.814	09/30/13	Mon	0751	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
841007110	6	1.817	08/15/13	Thu	0702	Sideswipe	0	0	1	Day	Wet	Drove too Fast for Conditions
834961420	5	1.819	09/10/13	Tue	1525	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
834965130	6	1.819	09/13/13	Fri	1227	Rear-End	0	0	1	Day	Dry	#N/A
839236120	9	1.822	04/21/13	Sun	1830	Rear-End	0	0	1	Day	Dry	Followed too Closely
836298640	19	1.823	01/16/13	Wed	1715	Head-On	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
839235720	20	1.823	04/18/13	Thu	2256	Sideswipe	0	0	1	Night	Dry	Not Coded
836298770	21	1.824	01/16/13	Wed	1150	Rear-End	0	0	1	Day	Dry	Followed too Closely
836301880	22	1.828	01/27/13	Sun	2214	Rear-End	0	0	1	Night	Dry	Other Contributing Action
834959540	23	1.861	09/06/13	Fri	1031	Rear-End	0	0	1	Day	Dry	Followed too Closely
840505560	7	1.861	11/25/13	Mon	0830	Angle	0	0	1	Day	Dry	#N/A
838900330	8	1.861	12/05/13	Thu	1655	Sideswipe	0	0	1	Night	Dry	No Contributing Action
844007230	26	1.817	09/03/14	Wed	1025	Rear-End	0	1	0	Day	Wet	Other Contributing Action
844000780	27	1.818	08/21/14	Thu	1919	Rear-End	0	0	1	Night	Dry	Followed too Closely
844064190	28	1.822	12/11/14	Thu	1903	Rear-End	0	0	1	Night	Dry	Followed too Closely
841781570	9	1.823	01/22/14	Wed	2000	Sideswipe	0	0	1	Night	Dry	#N/A
843953460	10	1.823	05/22/14	Thu	2104	Rear-End	0	0	1	Night	Dry	#N/A
843985600	11	1.823	07/23/14	Wed	1630	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
844000190	32	1.823	08/20/14	Wed	1807	Angle	0	2	0	Day	Dry	Improper Turn
844006060	33	1.823	09/01/14	Mon	1002	Angle	0	0	1	Day	Dry	Other Contributing Action
844012280	34	1.823	09/12/14	Fri	0755	Head-On	0	0	1	Day	Wet	Drove too Fast for Conditions
844026460	35	1.823	10/07/14	Tue	1740	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
844033250	36	1.823	10/18/14	Sat	2056	Angle	0	1	0	Night	Dry	Ran Red Light
844044600	37	1.823	11/07/14	Fri	1711	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
843992380	38	1.825	08/05/14	Tue	1425	Not Coded	0	0	1	Day	Dry	Improper Backing
844000750	39	1.828	08/21/14	Thu	1846	Rear-End	0	0	1	Day	Dry	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 9

ROADWAY LIMITS: SW 10th Street at Newport Center Drive M.P. 1.774 TO 1.874 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
844071760	40	1.832	12/23/14	Tue	1920	Sideswipe	0	0	1	Night	Dry	Improper Passing
844011020	41	1.861	09/10/14	Wed	0930	Rear-End	0	0	1	Day	Dry	#N/A
844019950	42	1.861	09/25/14	Thu	1740	Rear-End	0	0	1	Day	Wet	Followed too Closely
844003460	43	1.870	08/23/14	Sat	1712	Rear-End	0	3	0	Day	Dry	Followed too Closely
847570960	44	1.804	07/23/15	Thu	0915	Rear-End	0	0	1	Day	Dry	Other Contributing Action
847514890	45	1.814	04/20/15	Mon	1757	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
847451110	46	1.819	01/14/15	Wed	1050	Rear-End	0	1	0	Day	Dry	Other Contributing Action
847456800	47	1.819	01/24/15	Sat	0227	Rear-End	0	0	1	Night	Dry	Followed too Closely
847470190	48	1.823	02/13/15	Fri	1510	Rear-End	0	0	1	Day	Dry	#N/A
847470400	49	1.823	02/13/15	Fri	1743	Angle	0	1	0	Day	Dry	Other Contributing Action
847502330	50	1.823	04/01/15	Wed	1930	Angle	0	1	0	Day	Dry	Other Contributing Action
847511170	51	1.823	04/14/15	Tue	2143	Angle	0	2	0	Night	Dry	Improper Turn
847513180	52	1.823	04/17/15	Fri	1724	Rear-End	0	1	0	Day	Dry	No Contributing Action
847586280	53	1.823	08/18/15	Tue	0130	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
847625390	54	1.823	10/20/15	Tue	0930	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
862595850	55	1.823	12/30/15	Wed	1032	Angle	0	0	1	Day	Dry	Drove too Fast for Conditions
847602990	56	1.825	09/14/15	Mon	0704	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
847458600	57	1.827	01/27/15	Tue	0855	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
847620000	58	1.837	10/12/15	Mon	0818	Not Coded	0	2	0	Day	Dry	Ran Red Light
847582880	59	1.838	08/11/15	Tue	1803	Not Coded	0	1	0	Day	Wet	Swerved Or Avoided
847550350	60	1.842	06/17/15	Wed	0915	Rear-End	0	0	1	Day	Dry	Followed too Closely
847596720	61	1.842	09/03/15	Thu	1530	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	No Contributing Action
847617860	62	1.842	10/08/15	Thu	0825	Rear-End	0	2	0	Day	Dry	Followed too Closely
847463340	63	1.851	02/03/15	Tue	1305	Angle	0	0	1	Day	Dry	Other Contributing Action
847518050	64	1.851	04/24/15	Fri	1800	Rear-End	0	0	1	Day	Dry	Other Contributing Action
847469980	65	1.861	02/13/15	Fri	1130	Rear-End	0	0	1	Day	Dry	#N/A
862711420	66	1.785	06/15/16	Wed	1800	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
862619240	67	1.804	02/02/16	Tue	1845	Rear-End	0	0	1	Night	Dry	Other Contributing Action
862737080	68	1.804	07/26/16	Tue	1922	Rear-End	0	0	1	Day	Dry	Other Contributing Action
862653810	69	1.809	03/23/16	Wed	1710	Rear-End	0	0	1	Day	Dry	Followed too Closely
866704390	70	1.810	10/21/16	Fri	0920	Rear-End	0	0	1	Day	Dry	Followed too Closely
866684700	71	1.812	09/20/16	Tue	1336	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
866723500	72	1.821	11/19/16	Sat	1947	Rear-End	0	0	1	Day	Dry	No Contributing Action
866722570	73	1.822	11/18/16	Fri	1314	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
862625660	74	1.823	02/11/16	Thu	1945	Head-On	0	0	1	Night	Dry	#N/A
862677380	75	1.823	04/26/16	Tue	1815	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
866706880	76	1.823	10/25/16	Tue	0925	Angle	0	0	1	Day	Dry	Ran Red Light
862721990	77	1.824	07/02/16	Sat	2050	Rear-End	0	0	1	Night	Dry	Other Contributing Action
866700840	78	1.824	10/13/16	Thu	2309	Rear-End	0	0	1	Night	Wet	#N/A

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 9

ROADWAY LIMITS: SW 10th Street at Newport Center Drive M.P. 1.774 TO 1.874 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
862710880	79	1.825	06/14/16	Tue	2322	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
862758850	80	1.827	08/28/16	Sun	1232	Sideswipe	0	0	1	Day	Dry	#N/A
866708210	81	1.832	10/27/16	Thu	1006	Rear-End	0	1	0	Day	Dry	Followed too Closely
862650750	82	1.842	03/19/16	Sat	0658	Rear-End	0	0	1	Night	Dry	Followed too Closely
862714070	83	1.842	06/20/16	Mon	0728	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
862730080	84	1.842	07/15/16	Fri	1410	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
862714860	85	1.861	06/21/16	Tue	1450	Angle	0	0	1	Day	Dry	Ran Red Light
866698310	86	1.861	10/12/16	Wed	0935	Rear-End	0	1	0	Day	Dry	Followed too Closely

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	86	0	33	53	51	3	14	0	0	13	0	0	0	0	0	0
	Percent	0.00%	38.37%	61.63%	59.30%	3.49%	16.28%	0.00%	0.00%	15.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	63	23	9	77	1	1	0	0	1	0	0	0	0	0	0
	Percent	73.26%	26.74%	10.47%	89.53%	1.16%	1.16%	0.00%	0.00%	1.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 48,500 SPOT CRASH RATE 0.565 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 9

INTERSECTING ROADWAY: SW 10th Street at SB I-95 On-Ramp M.P. 1.955 TO 2.135 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
836091480	1	1.985	09/24/12	Mon	1722	Rear-End	0	1	0	Day	Wet	Followed too Closely
827464060	2	2.005	05/09/12	Wed	1500	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
827491590	3	2.006	01/05/12	Thu	1215	Angle	0	1	0	Day	Dry	Improper Turn
827517550	4	2.006	02/13/12	Mon	0953	Rear-End	0	0	1	Day	Dry	Followed too Closely
827556660	2	2.010	06/18/12	Mon	1515	Head-On	0	3	0	Day	Dry	Other Contributing Action
827514000	6	2.010	01/16/12	Mon	1029	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
836273680	7	2.010	10/31/12	Wed	1655	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
832022900	1	2.010	10/19/12	Fri	1839	Not Coded	0	3	0	Night	Dry	#N/A
827501250	2	2.010	02/21/12	Tue	1750	Angle	0	0	1	Day	Dry	Not Coded
827538580	3	2.014	04/30/12	Mon	1515	Sideswipe	0	3	0	Day	Wet	Careless or Negligent Manner
827472180	4	2.015	01/31/12	Tue	1930	Rear-End	0	0	1	Night	Dry	Not Coded
827518470	3	2.018	02/17/12	Fri	1042	Rear-End	0	0	1	Day	Dry	Followed too Closely
827561370	4	2.019	06/30/12	Sat	1653	Rear-End	0	1	0	Day	Dry	Other Contributing Action
827525100	5	2.118	03/16/12	Fri	1033	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
827549050	6	2.118	05/24/12	Thu	0840	Rear-End	0	0	1	Day	Dry	Followed too Closely
827470930	5	2.120	02/18/12	Sat	0420	Rear-End	0	0	1	Night	Dry	Other Contributing Action
827533260	6	2.123	04/12/12	Thu	0952	Rear-End	0	0	1	Day	Dry	Other Contributing Action
834974320	9	1.957	10/08/13	Tue	0806	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
840997200	19	1.964	06/21/13	Fri	1438	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
834967870	20	1.975	09/25/13	Wed	0744	Rear-End	0	0	1	Day	Dry	#N/A
819788890	21	1.983	10/22/13	Tue	1920	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
827493120	22	1.986	01/21/13	Mon	1915	Rear-End	0	0	1	Night	Wet	Followed too Closely
834981610	23	1.996	10/21/13	Mon	0633	Sideswipe	0	0	1	Night	Dry	#N/A
836297460	7	2.010	01/12/13	Sat	2058	Head-On	0	1	0	Night	Dry	Ran Red Light
840997770	8	2.010	06/21/13	Fri	1616	Angle	0	0	1	Day	Dry	Other Contributing Action
841005130	26	2.010	08/03/13	Sat	1310	Sideswipe	0	0	1	Day	Dry	Improper Turn
836303100	27	2.010	01/31/13	Thu	0645	Angle	0	0	1	Night	Dry	Ran Red Light
836306060	28	2.120	02/08/13	Fri	1849	Rear-End	0	0	1	Night	Dry	Followed too Closely
843965900	9	1.955	06/15/14	Sun	0206	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
844045010	10	1.955	11/09/14	Sun	1607	Angle	0	1	0	Day	Wet	#N/A
844060170	11	1.964	12/05/14	Fri	1017	Rear-End	0	1	0	Day	Dry	Followed too Closely
843964560	32	1.999	06/12/14	Thu	1314	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
843952730	33	2.001	05/17/14	Sat	1610	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
840510250	34	2.002	01/13/14	Mon	1103	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
840516500	35	2.004	01/23/14	Thu	1935	Rear-End	0	0	1	Night	Dry	#N/A
842753780	36	2.010	04/03/14	Thu	1249	Angle	0	0	1	Day	Dry	Other Contributing Action
842751750	37	2.010	03/31/14	Mon	0823	Sideswipe	0	0	1	Day	Dry	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 9

INTERSECTING ROADWAY: SW 10th Street at SB I-95 On-Ramp M.P. 1.955 TO 2.135 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
843928070	38	2.014	04/10/14	Thu	2115	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
843980020	39	2.018	07/11/14	Fri	1857	Rear-End	0	1	0	Day	Dry	#N/A
844035580	40	2.074	10/23/14	Thu	0904	Rear-End	0	1	0	Day	Wet	Followed too Closely
844070790	41	2.081	12/22/14	Mon	1436	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions
844033930	42	2.083	10/20/14	Mon	1047	Rear-End	0	1	0	Day	Dry	No Contributing Action
840505450	43	2.099	01/04/14	Sat	2230	Rear-End	0	1	0	Night	Dry	Followed too Closely
844045850	44	2.118	11/11/14	Tue	1002	Rear-End	0	4	0	Day	Dry	Other Contributing Action
840515200	45	2.118	01/21/14	Tue	2225	Head-On	0	2	0	Night	Dry	Other Contributing Action
840510200	46	2.120	01/10/14	Fri	1357	Rear-End	0	0	1	Day	Dry	#N/A
862569860	47	1.955	11/21/15	Sat	2350	Not Coded	0	0	1	Night	Wet	Improper Turn
847530060	48	1.958	05/13/15	Wed	1915	Not Coded	0	1	0	Day	Dry	No Contributing Action
847641720	49	1.973	11/12/15	Thu	1813	Head-On	0	0	1	Night	Dry	#N/A
847603000	50	1.975	09/14/15	Mon	0751	Rear-End	0	0	1	Day	Dry	Followed too Closely
847622910	51	2.001	10/16/15	Fri	0143	Head-On	0	1	0	Night	Dry	Failed To Keep In Proper Lane
847546580	52	2.008	06/10/15	Wed	1419	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
847573580	53	2.008	07/28/15	Tue	0355	Guardrail Face	0	1	0	Night	Dry	Other Contributing Action
847561240	54	2.009	07/06/15	Mon	1306	Rear-End	0	0	1	Day	Dry	Followed too Closely
847524790	55	2.010	05/05/15	Tue	1540	Rear-End	0	0	1	Day	Wet	#N/A
847507260	56	2.010	04/09/15	Thu	0258	Not Coded	0	1	0	Night	Dry	#N/A
847545980	57	2.012	06/09/15	Tue	1234	Overturn/Rollover	0	1	0	Day	Dry	Followed too Closely
847538930	58	2.027	05/27/15	Wed	1927	Rear-End	0	0	1	Day	Dry	Followed too Closely
847545870	59	2.050	06/09/15	Tue	0858	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
847597600	60	2.061	09/04/15	Fri	1745	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
847576520	61	2.091	08/02/15	Sun	0309	Not Coded	0	0	1	Night	Dry	Other Contributing Action
847590940	62	2.110	08/25/15	Tue	1330	Rear-End	0	0	1	Day	Dry	#N/A
847619800	63	2.112	10/14/15	Wed	1950	Rear-End	0	1	0	Night	Dry	Followed too Closely
862583850	64	2.120	12/11/15	Fri	2311	Rear-End	0	0	1	Night	Dry	#N/A
862750390	65	2.000	08/15/16	Mon	1725	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
862659910	66	2.006	04/01/16	Fri	0730	Sideswipe	0	0	1	Day	Dry	Improper Turn
866679530	67	2.008	09/12/16	Mon	1712	Rear-End	0	1	0	Day	Dry	#N/A
866753630	68	2.008	12/30/16	Fri	1718	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
866733610	69	2.008	12/04/16	Sun	0005	Rear-End	0	0	1	Night	Dry	Followed too Closely
862598230	70	2.010	01/02/16	Sat	2105	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
866742210	71	2.010	12/15/16	Thu	0815	Angle	0	1	0	Day	Dry	Improper Turn
866729140	72	2.010	11/28/16	Mon	1410	Angle	0	1	0	Day	Dry	Ran Red Light
862699480	73	2.010	05/27/16	Fri	1839	Sideswipe	0	0	1	Day	Dry	#N/A
862676780	74	2.010	04/25/16	Mon	1936	Head-On	0	1	0	Night	Dry	Disregarded other Road Markings

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 86012000 STATE ROUTE: 9

INTERSECTING ROADWAY: SW 10th Street at SB I-95 On-Ramp M.P. 1.955 TO 2.135 ENGINEER: AECOM

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
862694870	75	2.014	05/21/16	Sat	0011	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
862688590	76	2.023	05/12/16	Thu	1150	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
862617170	77	2.024	01/30/16	Sat	1416	Rear-End	0	0	1	Day	Dry	Followed too Closely
862696120	78	2.061	05/19/16	Thu	0730	Angle	0	0	1	Day	Wet	Failed To Keep In Proper Lane
862756900	79	2.075	08/25/16	Thu	1525	Rear-End	0	1	0	Day	Dry	Followed too Closely
862644870	80	2.097	03/11/16	Fri	0853	Rear-End	0	0	1	Day	Dry	Followed too Closely
866701890	81	2.114	10/17/16	Mon	1757	Angle	0	1	0	Day	Dry	Followed too Closely

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	81	0	31	50	39	6	11	0	0	16	0	0	0	0	0	1
	Percent	0.00%	38.27%	61.73%	48.15%	7.41%	13.58%	0.00%	0.00%	19.75%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%

	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	55	26	10	71	1	1	1	0	0	0	0	0	0	0	0
	Percent	67.90%	32.10%	12.35%	87.65%	1.23%	1.23%	1.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: 37,500 SPOT CRASH RATE 1.242 CRASHES PER MILLION ENTERING VEHICLES

The data shown on this table was electronically obtained from FDOT CARS, the details have not been verified through crash report review.

CRASH SUMMARY

ROADWAY LIMITS: SW 10th Street at Natura Blvd ENGINEER: JES

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	Crash Severity	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82751340	1	-	01/09/12	-	10:07 PM	Other	Injury	Dark - Lighted	Dry	-
82751512	2	-	01/25/12	-	6:47 PM	Rear End	Injury	Dark - Lighted	Dry	-
82746161	3	-	02/27/12	-	5:50 PM	Left Turn	Injury	Daylight	Dry	-
82753117	4	-	04/05/12	-	3:58 PM	Rear End	Property Damage Only	Daylight	Dry	-
82748471	5	-	04/17/12	-	3:08 PM	Left Turn	Injury	Daylight	Dry	-
82747508	6	-	04/18/12	-	7:19 AM	Other	Injury	Daylight	Dry	-
82754223	7	-	05/11/12	-	1:38 PM	Rear End	Property Damage Only	Daylight	Dry	-
82754701	8	-	05/17/12	-	3:00 PM	Other	Property Damage Only	Daylight	Dry	-
82745279	9	-	06/06/12	-	8:44 AM	Left Turn	Injury	Daylight	Dry	-
82755298	10	-	06/07/12	-	9:31 AM	Other	Injury	Daylight	Dry	-
82757976	11	-	08/31/12	-	2:18 PM	Rear End	Property Damage Only	Daylight	Dry	-
83609629	12	-	10/08/12	-	9:00 PM		Injury	Dark - Lighted	Dry	-
82748114	13	-	12/14/12	-	10:00 PM	Rear End	Property Damage Only	Dark - Lighted	Wet	-
83630608	14	-	02/08/13	-	7:50 PM	Rear End	Property Damage Only	Dark - Lighted	Dry	-
83630636	15	-	02/09/13	-	7:55 PM	Left Turn	Injury	Dark - Lighted	Dry	-
83922672	16	-	03/11/13	-	11:47 PM	Angle	Property Damage Only	Dark - Lighted	Dry	-
83922845	17	-	03/17/13	-	5:37 AM	Off Road	Injury	Dark - Lighted	Dry	-
83922963	18	-	03/21/13	-	8:30 AM	Rear End	Property Damage Only	Daylight	Dry	-
83923839	19	-	03/31/13	-	3:25 PM	Rear End	Property Damage Only	Daylight	Dry	-
83923301	20	-	04/04/13	-	7:45 PM	Angle	Injury	Dawn	Wet	-
83923639	21	-	04/23/13	-	6:36 AM	Angle	Injury	Daylight	Wet	-
83923837	22	-	05/04/13	-	11:30 PM	Sideswipe	Injury	Dark - Lighted	Dry	-
84099147	23	-	05/22/13	-	11:25 AM	Rear End	Property Damage Only	Daylight	Dry	-
84099218	24	-	05/25/13	-	8:55 AM	Other	Injury	Daylight	Dry	-
84100259	25	-	07/18/13	-	11:00 PM	Off Road	Property Damage Only	Dark - Lighted	Wet	-
84100564	26	-	08/05/13	-	5:53 PM	Rear End	Injury	Daylight	Dry	-
84100642	27	-	08/10/13	-	12:09 PM	Rear End	Injury	Daylight	Dry	-
83496964	28	-	09/28/13	-	7:45 PM	Left Turn	Injury	Dark - Lighted	Wet	-
83497251	29	-	10/04/13	-	3:24 PM	Left Turn	Property Damage Only	Daylight	Dry	-
83497682	30	-	10/13/13	-	5:20 PM	Off Road	Property Damage Only	Daylight	Dry	-
83497797	31	-	10/15/13	-	8:41 PM	Left Turn	Injury	Dark - Lighted	Dry	-
83498222	32	-	10/24/13	-	12:24 PM	Rear End	Property Damage Only	Daylight	Dry	-
83499457	33	-	11/15/13	-	7:07 PM	Rear End	Injury	Daylight	Dry	-
83499679	34	-	11/20/13	-	7:20 AM	Rear End	Property Damage Only	Daylight	Dry	-
83890211	35	-	12/09/13	-	3:15 PM	Rear End	Injury	Daylight	Dry	-
83890927	36	-	12/21/13	-	6:50 PM	Rear End	Injury	Dark - Lighted	Dry	-
84050222	37	-	12/28/13	-	11:55 AM	Off Road	Property Damage Only	Daylight	Dry	-
84178382	38	-	02/04/14	-	9:30 PM	Left Turn	Property Damage Only	Dark - Lighted	Dry	-

CRASH SUMMARY

ROADWAY LIMITS: SW 10th Street at Natura Blvd ENGINEER: JES

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	Crash Severity	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
84274268	39	-	02/23/14	-	5:00 AM	Off Road	Property Damage Only	Dark - Lighted	Dry	-
84274064	40	-	03/11/14	-	2:47 PM	Rear End	Property Damage Only	Daylight	Dry	-
84274221	41	-	03/13/14	-	6:45 PM	Angle	Injury	Dusk	Dry	-
84274616	42	-	03/20/14	-	1:47 PM	Left Turn	Injury	Daylight	Dry	-
84274786	43	-	03/23/14	-	2:30 PM	Angle	Property Damage Only	Daylight	Dry	-
84274859	44	-	03/25/14	-	6:44 AM	Left Turn	Injury	Dark - Lighted	Wet	-
83738405	45	-	03/29/14	-	7:43 PM	Rear End	Property Damage Only	Dark - Lighted	Wet	-
84393103	46	-	04/15/14	-	10:07 PM	Angle	Property Damage Only	Dark - Lighted	Dry	-
84393406	47	-	04/18/14	-	4:50 AM	Angle	Injury	Dark - Lighted	Wet	-
84395393	48	-	05/23/14	-	3:10 PM	Sideswipe	Property Damage Only	Daylight	Dry	-
83775523	49	-	05/23/14	-	5:39 PM	Rear End	Property Damage Only	Daylight	Dry	-
84396197	50	-	06/07/14	-	12:12 PM	Bicycle	Injury	Daylight	Dry	-
84397754	51	-	07/07/14	-	5:00 PM	Unknown	Property Damage Only	Daylight	Dry	-
83816276	52	-	07/09/14	-	4:00 PM	Rear End	Property Damage Only	Daylight	Wet	-
84398302	53	-	07/17/14	-	4:14 PM	Rear End	Injury	Daylight	Dry	-
84398561	54	-	07/23/14	-	4:10 PM	Rear End	Property Damage Only	Daylight	Dry	-
84400100	55	-	08/22/14	-	11:58 AM	Rear End	Property Damage Only	Daylight	Dry	-
84400641	56	-	09/02/14	-	4:43 AM	Other	Property Damage Only	Dark - Not Lighted	Wet	-
84401680	57	-	09/19/14	-	5:21 PM	Unknown	Property Damage Only	Daylight	Wet	-
84403358	58	-	10/19/14	-	4:52 PM	Angle	Injury	Daylight	Dry	-
84403391	59	-	10/19/14	-	12:00 PM	Rear End	Property Damage Only	Daylight	Dry	-
84403984	60	-	10/30/14	-	5:14 PM	Rear End	Injury	Daylight	Dry	-
84404071	61	-	11/01/14	-	2:26 PM	Rear End	Injury	Daylight	Dry	-
84404083	62	-	11/01/14	-	1:55 PM	Left Turn	Property Damage Only	Daylight	Dry	-
84405833	63	-	12/02/14	-	2:45 PM	Sideswipe	Property Damage Only	Daylight	Dry	-
84516469	64	-	12/15/14	-	6:11 PM	Rear End	Injury	Dark - Lighted	Dry	-
84527596	65	-	01/06/15	-	8:06 PM	Rear End	Property Damage Only	Dark - Lighted	Wet	-
84744971	66	-	01/12/15	-	8:14 AM	Rear End	Injury	Daylight	Wet	-
84745555	67	-	01/22/15	-	5:24 AM	Left Turn	Property Damage Only	Dark - Lighted	Dry	-
84745962	68	-	01/28/15	-	3:56 PM	Unknown	Injury	Daylight	Dry	-
84746374	69	-	02/04/15	-	7:56 AM	Unknown	Property Damage Only	Daylight	Dry	-
84746434	70	-	02/04/15	-	9:40 PM	Left Turn	Injury	Dark - Lighted	Dry	-
84746562	71	-	02/06/15	-	5:39 PM	Off Road	Property Damage Only	Dusk	Wet	-
84748658	72	-	03/09/15	-	11:25 AM	Unknown	Injury	Daylight	Dry	-
84749231	73	-	03/17/15	-	7:43 PM	Rear End	Property Damage Only	Dark - Lighted	Dry	-
84751083	74	-	04/14/15	-	1:56 PM	Sideswipe	Property Damage Only	Daylight	Dry	-
84751397	75	-	04/19/15	-	1:45 AM	Angle	Injury	Dark - Lighted	Dry	-
84751529	76	-	04/21/15	-	11:15 AM	Other	Injury	Daylight	Wet	-

CRASH SUMMARY

ROADWAY LIMITS: SW 10th Street at Natura Blvd ENGINEER: JES

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	Crash Severity	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
84751847	77	-	04/25/15	-	1:12 PM	Rear End	Injury	Daylight	Dry	-
84752051	78	-	04/27/15	-	6:30 PM	Sideswipe	Property Damage Only	Dusk	Wet	-
84894377	79	-	05/03/15	-	2:43 AM	Rear End	Property Damage Only	Dark - Lighted	Dry	-
84752581	80	-	05/06/15	-	9:22 PM	Rear End	Injury	Dark - Lighted	Dry	-
84754626	81	-	06/09/15	-	9:21 PM	Rear End	Property Damage Only	Dark - Lighted	Dry	-
84756617	82	-	07/14/15	-	5:50 PM	Other	Property Damage Only	Daylight	Wet	-
84756651	83	-	07/15/15	-	10:46 AM	Unknown	Property Damage Only	Daylight	Dry	-
84758472	84	-	08/15/15	-	11:40 AM	Unknown	Property Damage Only	Daylight	Dry	-
84758537	85	-	08/16/15	-	4:41 PM	Left Turn	Injury	Daylight	Dry	-
84759399	86	-	08/30/15	-	4:23 AM	Left Turn	Property Damage Only	Dark - Not Lighted	Wet	-
84761931	87	-	10/10/15	-	7:07 PM	Left Turn	Injury	Dusk	Dry	-
84762204	88	-	10/14/15	-	7:51 PM	Other	Property Damage Only	Dark - Lighted	Dry	-
86257531	89	-	11/25/15	-	8:00 AM	Off Road	Injury	Daylight	Dry	-
86257373	90	-	11/28/15	-	10:26 AM	Other	Property Damage Only	Daylight	Dry	-
86257393	91	-	11/28/15	-	2:49 PM	Rear End	Injury	Daylight	Dry	-
86257619	92	-	12/01/15	-	9:40 AM	Other	Property Damage Only	Daylight	Dry	-
86260487	93	-	01/13/16	-	5:50 AM	Angle	Property Damage Only	Dark - Lighted	Dry	-
86264548	94	-	03/11/16	-	7:33 PM	Rear End	Property Damage Only	Dark - Lighted	Dry	-
86265519	95	-	03/25/16	-	6:20 PM	Rear End	Injury	Daylight	Wet	-
86266077	96	-	04/02/16	-	4:06 AM	Left Turn	Property Damage Only	Dark - Lighted	Dry	-
86266857	97	-	04/09/16	-	2:51 PM	Other	Injury	Daylight	Dry	-
86269223	98	-	05/17/16	-	9:09 PM	Left Turn	Property Damage Only	Dark - Lighted	Dry	-
86269519	99	-	05/21/16	-	2:35 PM	Rear End	Injury	Daylight	Dry	-
86271770	100	-	06/25/16	-	5:17 PM	Left Turn	Injury	Daylight	Dry	-
86272061	101	-	06/30/16	-	5:10 PM	Rear End	Property Damage Only	Daylight	Dry	-
86272321	102	-	07/05/16	-	7:52 AM	Rollover	Property Damage Only	Daylight	Dry	-
86272366	103	-	07/05/16	-	8:51 PM	Unknown	Property Damage Only	Dark - Lighted	Dry	-
86272310	104	-	07/05/16	-	12:45 AM	Angle	Injury	Dark - Lighted	Dry	-
86272590	105	-	07/09/16	-	3:07 AM	Angle	Injury	Dark - Lighted	Dry	-
86273171	106	-	07/18/16	-	9:42 AM	Rear End	Injury	Daylight	Dry	-
86274425	107	-	08/06/16	-	9:22 AM	Left Turn	Injury	Daylight	Wet	-
86274664	108	-	08/08/16	-	9:49 PM	Angle	Injury	Dark - Lighted	Wet	-
86275150	109	-	08/17/16	-	3:13 PM	Unknown	Injury	Daylight	Dry	-
86275545	110	-	08/23/16	-	2:47 PM	Left Turn	Injury	Daylight	Dry	-
86275782	111	-	08/26/16	-	5:18 PM	Rear End	Property Damage Only	Daylight	Wet	-
86668152	112	-	09/15/16	-	4:45 PM	Rear End	Injury	Daylight	Dry	-
86669950	113	-	10/13/16	-	5:44 PM	Unknown	Injury	Daylight	Dry	-
86670439	114	-	10/21/16	-	9:20 AM	Rear End	Property Damage Only	Daylight	Dry	-

CRASH SUMMARY

ROADWAY LIMITS: SW 10th Street at Natura Blvd — ENGINEER: JES

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2016 — COUNTY: Broward

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	Crash Severity	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
86671488	115	-	11/05/16	-	10:51 PM	Head On	Property Damage Only	Dark - Lighted	Dry	-
86672397	116	-	11/20/16	-	8:30 PM	Angle	Property Damage Only	Dark - Lighted	Dry	-
86672575	117	-	11/23/16	-	8:45 AM	Rear End	Property Damage Only	Daylight	Dry	-
86672777	118	-	11/26/16	-	8:17 AM	Left Turn	Injury	Daylight	Dry	-
86673296	119	-	12/02/16	-	7:25 PM	Left Turn	Injury	Dark - Lighted	Dry	-
86673664	120	-	12/07/16	-	8:39 PM	Left Turn	Injury	Dark - Lighted	Dry	-
86674373	121	-	12/16/16	-	7:58 PM	Rear End	Injury	Dark - Lighted	Dry	-

	Total No.	Fatality	Injury	PDO	Rear End	Head On	Angle	Left Turn	Sideswipe	Ped/Bike	Off Road	Other	Daylight	Night	Wet	Dry
	121	0	60	61	45	1	14	24	5	1	7	22	72	0	22	99
	Percent	0.00%	49.59%	50.41%	37.19%	0.83%	11.57%	19.83%	4.13%	0.83%	5.79%	18.18%	59.50%	0.00%	18.18%	81.82%

TOTAL ENTERING VEHICLES/ADT: 37,250 — SEGMENT CRASH RATE: 9.125 CRASHES PER MILLION VEHICLE MILES

The data shown on this table was electronically obtained from Signal Hour Analytics, the details have not been verified through crash report review.

Category: Interchange design (11)

Subcategory: None (11)

Countermeasure: Add continuous auxiliary lane for weaving between entrance ramp and exit ramp

Compare	CMF	CRF (%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.79	21	★★★☆☆	All	All		Ray et al., 2011	ADT range for ramps is ... [read more]
☐	0.77	23	★★★☆☆	All	K,A,B,C		Ray et al., 2011	ADT range for ramps is ... [read more]
☐	0.8	20	★★★☆☆	Single vehicle	All		Ray et al., 2011	ADT range for ramps is ... [read more]
☐	0.76	24	★★★☆☆	Multiple vehicle	All		Ray et al., 2011	ADT range for ramps is ... [read more]

Compare Reset Compare

NOTE: You can compare CMFs across countermeasures, subcategories, and categories.

Countermeasure: Closely spaced single-lane entrance and exit ramp vs. single-lane entrance and exit ramps with continuous auxiliary lane

Countermeasure: Provide an auxiliary lane between an entrance ramp and exit ramp

Compare	CMF	CRF (%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.8	20	★★★☆☆	All	All	Not specified	Ray et al., 2010	This CMF was obtained from ... [read more]
☐	0.77	23	★★★☆☆	All	K,A,B,C	Not specified	Ray et al., 2010	This CMF was obtained from ... [read more]
☐	0.8	20	★★★☆☆	Single vehicle	All	Not specified	Ray et al., 2010	This CMF was obtained from ... [read more]

Table 3-7. CRFs for Construction/Reconstruction Improvements (cont.)

Improvement	Crash Reduction Factor (%)															
	I	II			III										IV	V
	All	F	I	PDO	HO	RE	RA	SS	LT	RT	FO	Ped	ROR	OT	WP	N
INTERSECTION																
Increase turning radii	15(KY) 15(MO) 10(MT) 13					15 (MI)		15 (MI)			15 (MI)	15 (MI)		15 (MI)		
Improve sight distance	75(AK) 7(AZ) 20(CA) 35(IA) 30(KY) 30(MO) 33				75(AK) 10(MO) 100(MN) 43	10(AZ)	21(AZ) 21(MO) 70 (mn) 21	75(AK) 10(MO) 43	13(AZ) 13(MO) 13			10(MO)	100(MN) 100(mn)			
FREEWAY																
Construct interchange	60(AK) 55(KY) 55(MO) 55(TX) 57															
Modify entrance/exit ramp	25(KT) 25(MO) 25															
Construct frontage road	40(MO)															
Install glare screen																15(KT) 15(MO) 15
PEDESTRIAN																
Construct pedestrian bridge or tunnel	5(MO)											100(AK) 67(AZ) 90(KY) 90(MO) 86				
Install sidewalk												75(AK) 89(AZ) 65(KY) 65(MO) 65(OK) 74				
Pedestrian signing	4(AZ)											15(AZ)				
Construct grade separation		90(VA)	90(VA)	90(VA)												

Table 3-7. CRFs for Construction/Reconstruction Improvements (cont.)

Improvement	Crash Reduction Factor (%)															
	I	II			III										IV	V
	All	F	I	PDO	HO	RE	RA	SS	LT	RT	FO	Ped	ROR	OT	WP	N
Widen lane, add 4 ft To both sides					40(MO)			40(MO)					40(MO)			
Add 4 feet shoulder(bike lane)																
ADDITIONAL LANES																
Add acceleration /deceleration lane	75(AK) 25(IA) 10(KY) 10(MO) 10(MT) 10(OK) 26					75(AK)		75(AK)								
Add lanes	25(AZ) 25(IA) 10(IN) 25(MO) 20(MT) 31(NY) 20(ny) 22	39(MO)	23(MO)	27(MO)	53(AZ) 53(MO) 44(NY) 97(MN) 50 (mn) 38(ny) 47	32(AZ) 32(MO) 52(NY) 53(MN) 53(mn) 42(ny) 40	45(NY) 15(MN) 46 (mn) 35(ny) 40	30(AZ) 30(MO) 44(NY) 35(MN) 64 (mn) 38(ny) 36	71(MN) 67 (mn)				44(AZ) 44(MO) 26(MN) 50 (mn) 44	52(NY) 42(ny) 47		
Add through lane	28(MT)															
Add left turn lane with physical separation	19(NY) 51(ny) 35					28(NY) 50(ny) 39	55(NY) 68(ny) 62		24(NY) 24(ny) 24					28(NY) 50(ny) 39		
Add left turn lane with painted separation	50(ny)					39(NY) 54(ny) 47	49(NY) 62(ny) 56		35(NY) 57(ny) 46					39(NY) 54(ny) 47		
Add turning lanes	6(AZ) 25(IA) 20(IN) 17				13(MN)	14(MN) 14 (mn)	13(AZ) 15(MN) 44 (mn) 13	59(AZ) 8 (mn) 59	24(AZ) 35(MN) 33 (mn) 24			50(MN)	25(MN) 25(mn)			
Reconstruct turning lanes	26(IN)															
Add double left-turn lane					75(MN)	29(MN) 32(mn)	20(MN) 8 (mn)	50(MN)	47(MN) 71 (mn)				8(MN) 13(mn)			
Add T-intersection turn and bypass lane					13(mn)	18(MN) 21(mn)	24(MN) 53(mn)	30 (mn)	36(MN) 28 (mn)				40(mn)			
Detached left-turn lane					100(MN) 100 (mn)	11(MN) 56 (mn)	58(MN) 54 (mn)		50(MN)				50(mn)			

Table 3-6. CRFs for Channelization Improvements (cont.)

Improvement	Crash Reduction Factor (%)															
	I	II			III										IV	V
	All	F	I	PDO	HO	RE	RA	SS	LT	RT	FO	Ped	ROR	OT	WP	N
Channelize two-lane to three-lane	32(MO)		59(MO)			46(MO)		46(MO)	46(MO)							
Channelize four-lane to five-lane	28(MO)		42(MO)			40(MO)		40(MO)	40(MO)							
Add mountable median	15(KY) 15(MO) 15	90(AK)														
Add non-mountable median	25(KY) 25(MO) 25											25(AK)				
Add left and right turning lanes with signal	14(NY) 41(ny) 28					38(NY) 64(ny) 51	42(NY) 70(ny) 56	38(NY) 64(ny) 51								
Provide right-turn lane	25(KY) 25(MO) 25(MT) 25(OK) 25					65(MI)	50(OK)	20(MI)		50(KY) 56(MI) 50(MO) 53						
Increase turn lane length	15(KY) 15(MO) 40(MT)(b) 40(MT)(c) 15(OK) 28															
Roadway redesign/relocate driveways	50(OK)															